

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8498

晚二十月二年三統宣

WEDNESDAY, MARCH 22, 1911.

三拜禮

號二十月三英港香

\$36 per Annum.  
SINGLE COPY 10 CENTS.

## Telegrams.

### HOME RACING.

#### LINCOLNSHIRE HANDICAP.

[THE "TELEGRAPH" CORRESPONDENT.]

London, March 21, 6.25 p.m.

The result of the Lincolnshire Handicap is as follows:—

Morutio ..... 1  
Brandimintine ..... 2  
Spanish Prince ..... 3

The betting was as follows:—

10 to 1 agst Helot (t) ..... Duller  
100—7 — Phicidus (to) ..... Fallon  
100—8 — Mercutio (to) ..... J  
100—3 — Shampoo (to) ..... R  
20—1 — Cinderella (t) ..... Dawson  
20—1 — My Collar (t) ..... Robinson  
20—1 — Arranmore (to) ..... A Sadler, jun  
25—1 — Oversight (t) ..... C Peck  
Pickering

The Grand National is to be run on Friday, and the betting last month was:—

10 to 1 agst Rathmally (t) ..... Coultwait  
100—8 — Rory O' Moore (to) ..... Whitaker  
100—7 — Lutteur III (t) ..... In France  
20—1 — Glenside (t) ..... Launchbury  
25—1 — Rathvale (t) ..... Hastings  
25—1 — Circassian's Pride (t) ..... Private

### A BIG LOAN.

#### AGREEMENT SIGNED.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

The agreement for the loan from the four countries was signed to-day.

### GRABBING THE RAILWAYS.

#### IN CHINA.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

A certain nation is trying to get the control of all the railways in China by pressing China to raise loans.

The Grand Council and the

Board of Communications are

taking steps to prevent this inter-

tion being carried out.

### FORMER CANTON VICEROY.

#### TO TAKE ANOTHER POST.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

Ex-Viceroy Yuen of Canton hopes to become the Viceroy of Szechuan.

## Telegrams.

### BRITISH NAVY.

#### SUPPLEMENTARY GRANT.

[REUTER'S SERVICE.]

Bombay, Mar. 21, 2.10 p.m.

"The House of Commons to-day passed a small supplementary bill granting the sum of £134,000 for the purposes of the navy.

#### THE FALL OF STOLYPIN.

#### INTERESTING INTERNAL POSITION.

[REUTER'S SERVICE.]

Bombay, March 21, 2.10 p.m.

M. Stolypin, the Prime Minister

of Russia, has resigned office be-

cause the Imperial Council of the

Russian Empire has declined to

introduction of local Government

to Poland.

It is popularly expected that M.

Stolypin will be succeeded by

M. Kokotzoff, the Minister of

Finance.

### SEVERE RIOTS IN YUNNAN.

#### PEKING ANXIOUS.

[THE "SHEUNG PO" SERVICE.]

Peking, March 21.

Severe riots are taking place in

the Tai-yu district of Yunnan.

The Grand Council has tele-

graphed to the Viceroy of Sze-

chuan, and the Governor of Kwei-

chow, to take precautionary

measures against the spread of

the riots into their provinces.

#### THE PLAGUE.

H. E. Hsi Liang reports to the

Throne that the total number of

deaths from plague in all the

Manchurian ports is 45,000. Over

three hundred workmen have

lately entered Mukden without

medical certificates and if this

sort of thing is allowed to go on

there will be no suppression of the

plague. He therefore asks that the

Boards concerned be ordered to

draw up regulations forbidding

workmen to travel without having

first been examined by European

doctors. The Wai Wu-pu and

the Board of Posts and Com-

munications are instructed ac-

cordingly.

## Telegrams.

### THE NEW TURKISH CUSTOMS LOAN.

#### LISTS CLOSED.

[REUTER'S SERVICE.]

Bombay, March 22, 7.15 a.m.

Reuter's Berlin correspondent wires that the new Turkish Customs Loan of one hundred and sixty million francs has been issued.

The lists were closed immediately.

#### THE BAGDAD RAILWAY.

#### EXPECTED TO FINISH IN FIVE YEARS.

[REUTER'S SERVICE.]

Bombay, March 22, 7.15 a.m.

Reuter's correspondent at Constantinople reports that the agreement between the Porte and the Bagdad Railway Company has been signed.

It is expected that the railway will reach Bagdad in five years.

The Railway Company has also renounced the construction of a port at Basra as well as of a Gulf port and terminus in favour of the new Ottoman Company.

In the Ottoman Company, the Bagdad Company consents to a lesser participation of capital than

the other, but makes the condition that its own capital in the concern shall at least equal that of any non-Ottoman nation.

#### CORNERING RICE.

#### OFFICIAL DISAPPROVAL.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

The Viceroy of Nanking has instructed his juniors to prohibit

the merchants from storing a large stock of rice with a view to

sending up the prices.

Ipo, March 15.—A local syndicate has been formed to work Towkay Koo Choo Choon's gold mine at Bukit Mas near Tapah, where it is believed there is gold in payable quantities.

This, from Borneo. A report, vividly reminiscent of Biblical history, has been made to the effect that a native chief, having coveted his neighbour's wife, sent the said neighbour into a far country to collect rotan, with two companions. The latter disposed of him—and the chief disposed of the wife.

## Telegrams.

### CHINA CLIMBS DOWN.

#### RUSSIAN CONCESSIONS GRANTED.

[THE "SHEUNG PO" SERVICE.]

Peking, March 21.

The Board of Foreign Affairs has instructed the Governor of Feng-tien (Manchuria) and the Viceroy of Chili, to mark out a radius of 5,000,000 sq. ft. of land in Harbin and Kalgan respectively, for the Russian Concessions, in accordance with the new treaty.

#### Responsibility for Crisis.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

Prince Ching and H. E. Na Tung hold the former Grand Councillors responsible for the unsatisfactory manner in which the old treaty with Russia was drawn up.

The contents of the treaty will be published in the "Government Gazette" for the information of the public.

The object of taking this step is to show the public that the present Grand Councillors are free from all blame.

### Progressive Society under a Ban.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

The Board of Foreign Affairs has telegraphed to the Viceroy of Nanking to investigate into the object of the Progressive Society formed by the native press in Shanghai, and to forward the names of the promoters.

The Board also instructed the Viceroy to take immediate steps to dissolve this society.

#### Army Recruits Wanted.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

The President of the Army Board has strongly recommended ex General Lu Chun Chen to proceed to Mongolia to reorganize corps for the training of recruits.

## Telegrams.

### The Press Blamed.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

The Board of Foreign Affairs denies having any friction with the Russian authorities, and contends that the Press is responsible by publishing sensational articles regarding the situation without any cause.

#### POPPY GROWING.

#### RESTRICTION UNSATIS-

#### FACTORY IN TWO

#### NORTHERN PROVINCES.

[THE "SHEUNG PO" SERVICE.]

Peking, March 20.

Owing to the unsatisfactory results obtained through the suppression of the cultivation of the poppy in the provinces of Shensi and Kansu, the British Minister at Peking strongly opposes the cancellation of the treaty for the importation of foreign opium.

The Board of Foreign Affairs admits that the two provinces are at fault.

[By "cancellation of the treaty" in the above telegram is meant the proposed shortening of the period in which the foreign importation of opium shall altogether cease. The two provinces mentioned, with Szechuan and Yunnan, are the most prolific growers of poppy in the Empire, and rate poppy-sown land three times as high as any other. They have never since it was first imposed carried out the restriction with the same determination as other provinces, and as the Wai-wupu admits their fault, it is not likely that further pressure will be brought to bear still more to handicap foreign traders in the drug.]

#### BOWLING MEN DINE.

The annual dinner of the members of the Kowloon Bowling Green Club takes place to-night in the Clubhouse, Mr. D. Harvey, the president, in the chair. A few toasts will be submitted and honoured.

The following programme has evidently been compiled by someone who is familiar with the green and its members:—  
Song, "The Chairman," Mr. Harvey.  
Song, "Ye Gallants of England," Mr. Ormiston.  
Song, "The Village Blacksmith," Mr. Rutter.  
Song, "Oh Steer my Barque to Erin's Isle," Mr. Davison.  
Song, "Wait Till the Clouds Roll By," Mr. Jeffries.  
Song, "Uncle John," Mr. Shearar.  
Song, "Daddy," Mr. Alexander.  
Song, "In Cellar Cool," Mr. Haxton.  
Song, "At the Ferry," Mr. Robertson.  
Song, "Good Company," Mr. Hall.  
Song, "The Last Post," Mr. Lloyd.

## Telegrams.

### BIG BANK FAILURE.

#### RUMOURED IN SHANGHAI.

[THE "TELEGRAPH" CORRESPONDENT.]

Shanghai, March 22, 11.30 p.m.

A sensation has been caused in commercial circles here by the rumour current this morning that one of the largest Chinese banks in Shanghai has suspended payment.

The amount involved is believed to be very large.

#### £6,000,000 PAID ON WRECK.

#### THE BLACKEST YEAR IN LLOYD'S HISTORY.

The year 1910 will rank as one of the blackest in the history of Lloyd's.

The tale of sea disasters makes sad reading. The casualties, both to life and property, have been numerous—so numerous that even experts are disinclined to calculate the actual financial loss involved.

But a close perusal of the list brings out the astonishing fact that the more prominent losses of the year alone account for no less a sum than £3,000,000. The minor casualties, however, make up in number what they lack in financial importance, with the result that they swell the total approximately to £6,000,000.

This figure, huge as it is, by no means represents the actual loss of the year to the shipping world. Many vessels there are which go to sea whose owners have not safeguarded their interests by insurance, and the loss of which, if taken into consideration, would add considerably to the aggregate. According to one member of Lloyd's the claims settled on the hulls of steamers during the last few months have been quite unprecedented. Add to this the fact that during the year the cost of repairs to damaged vessels is infinitely greater than has ever yet been known. The reason ascribed is the increased cost of labour and materials, caused chiefly by the unrest in the labour world.

The biggest loss of the year was undoubtedly the Aberdeen liner Pericles, which sank after striking a sunken reef off the coast of Australia. The vessel carried a valuable cargo, which, with the hull, was valued at over \$3,250,000.

Next in importance came the ill-fated liner Waratah, the claims on which, amounting to about \$1,500,000, were not settled until this year. The steamer Kurdistan, which foundered while bound from Manchester to the Persian Gulf, also accounted for no less than \$1,500,000.

The all-round improvement in the rates of freight means an increase in trade, a fact which is borne out by the statement that the majority of the large steamers, laid up through the lack of freights at the beginning of the year, are now engaged in profitable employment.

The bigger class of tramp steamers now building is gradually superseding the smaller boats, just in the same way as steamers have superseded sailing ships. A large tramp does not cost very much more to work, and can carry over so much more cargo.

## THE AMERICAN TAR.

### THE QUESTION OF SERVICE CANTEENS.

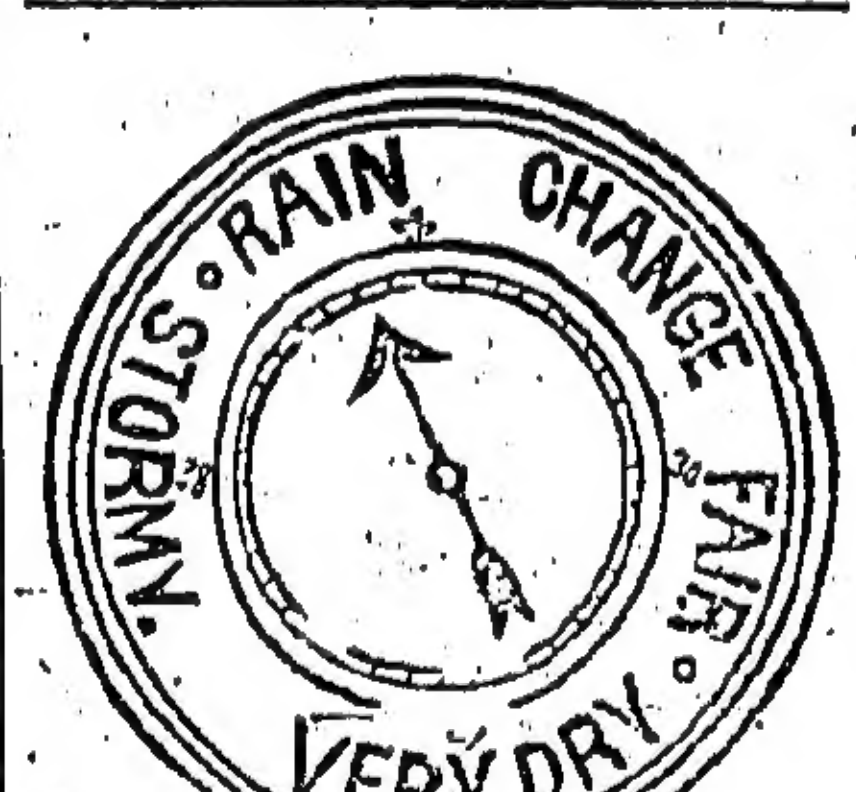
A striking arraignment of those organisations who have opposed the re-establishment of the canteen for the U.S. army and navy was made by Rear Admiral O. W. Farenholt, U. S. N., in an address delivered at the annual banquet of the Southern California Association of Companions of the Loyal Legion.

"Nine-tenths of our people believe," said the Admiral, "that sailors on shipboard are an obedient and good set of men, but that the moment they go ashore they become drunken spendthrifts. Nothing more unjust could be thought or said of them. You can rest assured there is less drunkenness and general bad behaviour on shore among a battleship's crew of 800 or 900 men than you will find among the same number of men taken at random on land.

"And, my friends, with all respect to the ladies, this cannot be credited to the Women's Temperance Associations, who, by their ill-advised actions, in the face of facts, truths and the experience of those who know and have the best interests of the service at heart, persistently hinder Congress in the re-establishment of the canteen for the army and navy, notwithstanding the fact that its presence would take away so many of the temptations and pitfalls for the enlisted men and would reduce intemperance in both branches."

In discussing the "man behind the gun," Admiral Farenholt said: "At the present time 95 per cent. of the enlisted force in the navy are native born naturalised citizens. Our warships are commanded and manned by Americans. Ship for ship and man for man, they are always equal and, in many respects, they are superior to those of other nations, and this is no idle boast."

### The Weather Forecast.



On the 22nd at 11.55 a.—The barometer has fallen slightly over the E. coast of China and the Loo-choo, and risen moderately over the S. coast of China and Tong-king.

A depression is passing from the E. coast of China to the Eastern Sea.

The high pressure area is still lying over the Sea of Japan.

The monsoon will probably set in again over the N. part of the China Sea by to-morrow.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

#### Forecast District.

1.—Hongkong and Neighbourhood, N. to N.E. winds, moderate or fresh; showery.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.



## Banks.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....\$15,000,000  
RESERVE FUNDS:—  
Sterling  
£1,500,000 at 2-1/2% .....\$15,000,000  
Silver.....\$16,250,000  
\$31,250,000  
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:  
Hon. Mr. Henry Kewick—Chairman.  
G. H. Medhurst, Esq.—Deputy Chairman.

F. H. Armstrong, Esq., C. R. Louisa, Esq.,  
G. Balloch, Esq., F. Lieb, Esq.,  
Andrew Forbes, Esq., W. Logan, Esq.,  
Esq., Robert Shaw, Esq.,  
G. Friesland, Esq., H. A. Siebs, Esq.,  
C. S. Gubby, Esq., H. A. Siebs, Esq.,  
CHIEF MANAGER:  
Hongkong—N. J. STABB.

MANAGER:  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/4 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
N. J. STABB,  
Chief Manager.  
Hongkong, 1st March, 1911. [20]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.  
PAID-UP CAPITAL .....£1,200,000  
RESERVE FUND .....£1,600,000  
RESERVE LIABILITIES OF PROPRIETORS .....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.  
On Fixed Deposits for 6 months, 3 per cent.  
On Fixed Deposits for 2 months, 2 per cent.  
Wm. DICKSON,  
Manager.  
Hongkong, 26th April, 1910. [22]

## YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000  
RESERVE FUNDS ... 16,660,000  
Head Office—YOKOHAMA.

Branches and Agencies  
TOKIO. HANKOW.  
KOBE. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. HANGKOW.  
HONOLULU. MANILA.  
BOMBAY. TIENTSIN.  
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—  
For 12 months .....4 per cent. p.a.  
" 6 " .....3-1/2 " " "  
" 1 " .....2-1/2 " " "  
TAKEO TAKAMICHI,  
Manager.  
Hongkong, 27th September, 1910. [18]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000  
RESERVE FUND.....Gold \$3,250,000  
Gold \$6,500,000

HEAD OFFICE:—  
60 Wall Street, New York.  
LONDON OFFICE:—  
36, Bishopsgate.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL & COUNTY BANK,  
LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months 4 per cent. per annum.  
For 6 " 3 " " "  
For 3 " 2 " " "  
GEO. HOGG,  
Manager.  
No. 9, Queen's Road Central.  
Hongkong, 30th Feb. 1911. [19]

## Banks.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABB,  
Chief Manager.  
Hongkong, 24th Jan. 1911. [11]

## DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000  
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.  
BRANCHES:  
Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tientsin Tsingtau Yokohama.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON  
AGENCY.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT,  
Manager.  
Hongkong, 16th Mar. 1911. [2]

## Insurance.

## CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:  
J. A. Wattie, Esq., Managing Director.  
A. J. Higgins, Esq., Secretary.  
S. B. Nelli, Esq., F.I.A., Actuary.

ASTONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$37,855,885.00  
Assets ..... 8,415,250.00  
Income for Year ... 3,560,659.00  
Insurance Fund..... 8,216,818.00

LEFFERTS } Hongkong,  
KNOX, Esq., } Canton, Macao  
District Manager, } and the  
B. W. TAPE, Esq., } Philippines.  
District Secretary.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector,  
Hongkong.

ADVISORY BOARD,  
HONGKONG.

Sir Paul Chater, Kt., C.M.G.  
T. F. Hough, Esq.,  
C. J. Lafrentz, Esq.,  
Hongkong, 26th Jan. 1911. [810]

## Intimations.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.

Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co.  
General Managers.  
Hongkong, 19th March, 1908. [41]

## G. R. SANITARY BOARD.

## NOTICE.

THE public are warned that Small-pox prevails in the Colony and all persons therefore who have not been vaccinated within the past five years are advised to get vaccinated, unless they have had Small-pox.

By Order of the Board,  
W. BOWEN-ROWLANDS,  
Secretary.  
Dated 16th March, 1911. [977]

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Palma, Capt. G. W. Cockburn, R.N.R.	23rd Mar.	Freight only.
SHANGHAI	Delhi, Capt. G. W. Cockburn, R.N.R.	31st Mar.	Freight and Passage.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, VIA ANTWERP, SINGAPORE, PENANG, COLOMBO & PORT SAID	Devania, Capt. H. Powell	1st April	See Special Advertisement.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, VIA ANTWERP, SINGAPORE, PENANG, COLOMBO & PORT SAID	Palawan, Capt. G. R. Longden, R.N.R.	5th April	Freight and Passage.

For Further Particulars, apply to  
P. & O. S. N. Co.'s office,  
Hongkong, 21st March, 1911.  
E. A. HEWETT,  
Superintendent. [4]

## Hotels.

## HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 6th February, 1909.

A. F. DAVIES,  
Manager. [25]

## GRAND HOTEL,

No. 2, Queen's Road Central,

Telephone 197.

## A FIRST CLASS AND UP-TO-DATE HOTEL.

MANAGEMENT AND CUISINE UNDER EUROPEAN MANAGEMENT

Special rates for families on application.

F. REICHMANN, J. H. OXBERRY,  
Proprietor, Manager.  
Hongkong 11th February, 1911. [857]

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, recently renovated, and under entirely New Management. Large and comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

Telephone, 170

N. BLUMENTHAL,

Manager.

Telegrams "Astor." [24]

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

Hongkong 22nd July, 1910.

MANAGER. [27]

## OPEN AIR SKATING RINK

## BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4.30 p.m. to 11 p.m.

W. GALLAGHER,

Manager. [25]

Correspondence invited. HARRIS & HUBBERD, Props.

## BAGUIO HOTEL.

The Mountain Capital's New and Modern Hotel

BAGUIO, PHILIPPINE ISLANDS.

Hot and Cold Baths. Excellent Cuisine.

Running Water in Each Room.

LIVERY STABLE and GARAGE IN CONNECTION.

Rates 5 and 8 Pesos per Day. Special Monthly Rates. [902]

## Intimations.

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lister's, Scott's,

A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376,

516, or 681.

## NO. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.

Docking Length...515 ft. Docking Length...375 ft. Docking Length...181 ft.

Width of Entrance 80 " Width of Entrance 52 " Width of Entrance 63 "

Water on Blocks...23 " Water on Blocks...26 " Water on Blocks...21.5 "

Moorings basin 630 feet by 110 feet by 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons pneumatically operated, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

## WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575, Customs Branch Office 1392, Takahimacho Office 292, or 2350, Iritsunocho Office 2251.

106 buildings, principally of brick and steel, 353 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards or 13.15 acres. Direct water frontage of 2.35 miles in length, part having a depth of 25 feet or over water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick tugs, launches, etc. Customhouse, brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.

[32]

## CALDBECK, MACGREGOR &amp; CO.

## WINE AND SPIRIT MERCHANTS.

15, Queen's Road

Central.

ESTABLISHED 1864.

Hongkong, 16th January, 1911.

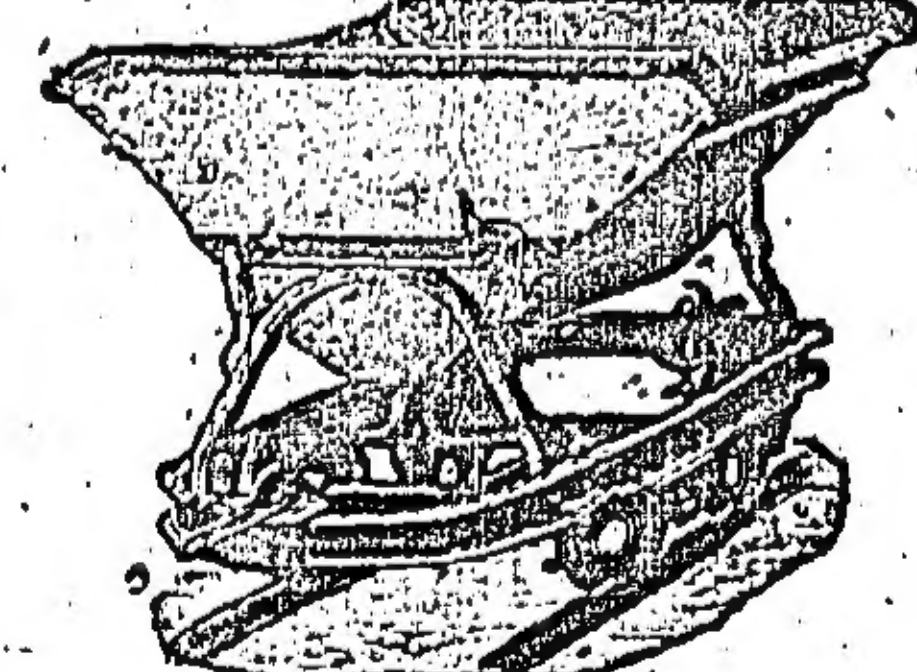
## ORENSTEIN &amp; KOPPEL.

BERLIN, LONDON, CALCUTTA, &c.

Manufacturers of

PORTABLE and PERMANENT RAILWAYS,

Materials of every description for full size and small gauge Railways, &c.



Locomotives, Passenger and Goods Carriages, Rail of various gauges as well as Tanks, Switches, Turntables, Tipping Cars, Bogies, Signals, &c., &c.

Also Implements and Tools for Railway Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

GENERAL AGENTS FOR CHINA: SIEMSEN & CO.

Machinery Dept., Hongkong and Canton.

38.]

## N. LAZARUS,

OPHTHALMIC OPTICIAN,

Prescriptions Accurately Filled.

Corner D'Aguilar Street and Queen's Road.

[929]

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET

REASONABLE FEE.

Consultation Free.

Hongkong, 19th June, 1910.

## Dr. M. H. CHAUN.

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL,

1st Floor, Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

[1 Hongkong, 27th January, 1910. [3]

## EMACIATED WOMEN.

## FEMINE ENGLAND ENSLAVED BY THE APING OF YOUTH.

"Englishwomen lack national courage in dress, and wear clothes for which they are physically quite unfitted, merely because they are French and new."

Thus Miss M. G. Houston, formerly a sculptor, and now in charge of the dress designing department at the Chamberwell School of Arts and Crafts, when discussing recently the menace to health in the popularity of the present slim fashion. It may be remembered that it was this school which was seeking a short time back to find a woman with a perfect figure, for the purpose of wearing the very artistic dresses designed under the direction of Miss Houston.

"I quite agree," she said emphatically, "that modern fashions are degenerate, and that they will tend to produce a physically degenerate type of woman. Instead of aiming at the robust, healthy type of the beautiful Venus of Milo, we seem to be aiming at an artificial slenderness which can only end in disaster. I blame the fashionable society woman who has little to think of except dress. What she insists on having above everything else is change, and she is taken so seriously by the manufacturers that the clothes which she is unwisely enough to wear are imposed upon the rest of Englishwomen, who really would very much prefer to wear sensible, healthy clothes if they could get them."

## TYRANNY OF YOUTH.

"Fashionable women of to-day insist on wearing clothes that are suitable only for a slim girl of 17, and they will go to any lengths to make this possible. Because a fashion is now they think it is bound to be good, and anything that is old cannot be tolerated for a moment. But the Greek fashions, which were surely more beautiful than any, usually lasted for 600 years, and there was practically no change in fashion until the thirteenth century. Then, apparently, the world which had been busy thinking about other things, and concerned largely with self-protection, became self-conscious about dress, with the result that fashion succeeded fashion with ever-increasing quickness, until the present stage of what can only be called vulgarity was reached."

## FASHIONS OF SERVITUDE.

"If clothes must change they should be at least in harmony with their time. Can this be said of modern clothes? I think not. There was never a time when women had more freedom; when they were so able to travel, and to live in the world outside the home. But you do not find this freedom expressed in clothes. You find exactly the opposite. You find women tied up in sacks, which give them no freedom whatever. Future historians who look at photographs of the present day woman will wonder how this came to be thought an age of freedom. Women's clothes are, in fact, in direct opposition to the whole spirit of the time. Dress manufacturers do not supply a national want, but a national weakness—the weakness for change and variety."

"If you dressed a woman with a perfect figure—such as the Venus of Milo—in modern fashionable clothes she would look absurd. Surely that proves their undesirability? But many women nowadays seem to think less of their health than of their clothes, and so long as they can wear a particular dress which is fashionable, and which they think pretty, they care very little about any suffering they may have to go through."

## SALVATION IN MUSCLE.

"I think salvation from this state of things rests with the athletic girl. She is too careful of her health, her freedom, and her figure to put them in jeopardy by wearing unsuitable clothes, and her influence is probably increasing every day. It rests with her and with other sensible women to show that clothes can be beautiful and comfortable at the same time."



# STANDARD OR ASIATIC? SOME COMMENTS ON THE GREAT OIL WAR. A TITANIC STRUGGLE.

The Titanic oil war which is in progress between the Standard Oil Company and the Asiatic Petroleum Company and its colleagues, is the subject of several striking articles in the American press. As may be imagined, the "war" which is the first successful attempt up to now to give Standard Oil a "run for its money" is arousing intense interest in the United States, and since both companies are so well represented here in Hongkong, some of the comments of our American contemporaries are worth reproducing. One writer says:

The fight is now at its height on the China Coast, and Standard Oil appears to be getting rather the worst of the opening rounds. This is due almost entirely to the fact that the Dornoo and Sumatra oil which is sold by its vigorous rival is produced and refined by the lowest priced labour in the world at but a thousand miles from the point of consumption, while the cheapest product which the Standard can supply must traverse a continent and an ocean before arriving at its distributing centres.

Both companies are admirably equipped for the struggle in hand. The Asiatic in sending out specially picked British university men to the important positions in all of its eastern branches, is making a most radical departure from English business practice. At various of the Yangtze ports I have met Oxford and Cambridge men in the employ of this company, among them being several from Australia, South Africa and Canada who had gone to those universities on Rhodes scholarships.

Taken right through, the Standard Oil men in the East, are the best class I ever encountered. The modernity and permanence of that company's installations at all points, and the character of the men who represent it, were among the things which most strongly impressed the members of the Commercial Commission from the Pacific Coast, in the course of its recent tour of China. They are the liveliest, likeliest lot of young men in the East, and it is they who, if properly supported, still incline me to a "chance" with Asiatic petroleum in the struggle for the control of the eastern market.

It may interest our readers to know something of the constitution of Standard Oil's great rival. The chief opponent of the Standard Oil Company is an affiliation of interests which, under the names of the Shell Transport and Trading Company and the Royal Dutch Company, work and distribute the petroleum products of the Dutch East Indies. These companies control the Bataafsche Petroleum Maatschappij, a Dutch company which produces and refines oil in Borneo and Sumatra, and the Anglo-Saxon Petroleum Company of London, which owns the fleet of tank steamers conveying the oil to Europe and America.

The Royal Dutch Company, apart from its interests in the East, is a big factor in the Romanian oil fields, while one of its subsidiary companies has just concluded arrangements which give it an entry into the fields of the Russian Caucasus. The Rothschild's Societe Cuspienne is also a holder of one-third of the stock of Asiatic Petroleum and, with various of those concerns, is connected the European Petroleum Union, in which the Nobels, Rothschilds, the Deutsche Bank and several strong Russian houses are interested.

It will be seen that the Standard Oil in this fight finds itself opposed by the strongest financial genius and influence in Europe.

**HUNG ON & CO.**  
SHOW ROOM AND STORE  
at the Premises formerly occupied by  
A. CROFT & CO.  
17A, QUEEN'S ROAD, CENTRAL.  
**GENERAL FURNITURERS  
AND FURNITURE  
IMPORTERS AND DEALERS.**

**CROCKERY, Cutlery, Electro and  
Silver Plated, Glass and Iron-  
Ware of all descriptions, always on  
hand, for sale or hire at moderate rates.**  
Hongkong, 1st June, 1910. [119]

# ILLEGAL SEIZURE OF OPIUM. AT CANTON.

(THE "TELEGRAPH" CORRESPONDENT)  
Canton, March 21.

The British Consul at the Shamoen has written to the Canton Viceroy that he is in receipt of a despatch from the Governor of Hongkong regarding the seizure of two chests of foreign opium in Sam-sui Customs and in Sun-tong respectively. Although the duties on the seized opium have been duly paid and the owners have been fined, the goods have not been returned.

The Consul asked H. E. the Viceroy to return these goods to the owners without further delay. On receipt of the Consul's communication, His Excellency instructed the anti-opium bureau to investigate the matter. The result of the inquiry has now been submitted to the Viceroy, to the effect that it appears that over 70 balls of opium were seized in the vicinity of Sun-tong on the 6th moon of last year.

When the owners were questioned, they admitted that they had no permits for the sale of the opium, and begged to be dealt with leniently. The goods were afterwards restored to them and were conveyed to Shek-long for disposal by some licensed prepared opium dealers on their behalf.

His Excellency has again instructed the anti-opium bureau to find out whether the proceeds of the sale, after deducting the tax on prepared opium, have been returned to the owners so as to facilitate His Excellency's reply to the British Consul.

# TO ABOLISH BIRTH- MARKS.

There is now hope for the unfortunate man or woman possessed of a disfiguring birthmark, or "mole," as it is called. The radium treatment, which has given excellent results, is very slow and very expensive. Dr. J. L. Bunch, the physician in charge of the skin department at the Queen's Hospital for Children, writing in the "British Medical Journal," states that results quite as good as those from the radium treatment have been obtained by the application of solid carbon dioxide, a freezing mixture, to the affected part.

The treatment is quick, cheap, and practically painless. The great majority of the cases treated by Dr. Bunch were children, many only a few weeks old, and in such patients the painlessness and rapidity of any method of treatment is of the greatest importance. The application is, of course, cold, and, says Dr. Bunch, "the baby willy, but I doubt if it feels any pain." Older children, says the doctor, will talk and laugh while undergoing treatment. For naevus on the face, there is no doubt that this method is far superior to any surgical operation.

# THE PRATAS ISLANDS.

# TO BE DEVELOPED.

(THE "TELEGRAPH" CORRESPONDENT)  
Canton, March 21.

Since the retrocession of the Pratas Islands, a soldiers' barracks is in course of completion. When completed, a regiment of troops will be placed there for protecting China's sovereignty over the place.

H. E. the Canton Viceroy has had a discussion with his subordinates about the development of the island and in the opinion of H. E. the Viceroy, China will not be able to reap much benefit unless the place is developed.

His Excellency considers it expedient to have the island opened up with cultivation and mining enterprises so as to prevent the foreigners from gaining ground. His Excellency also deems it advisable to send all the unemployed, as a result of the suppression of gambling, to develop the place.

It is also reported that His Excellency has instructed his juniors to send deputies with a number of students from the engineering and surveying colleges in Canton to explore the island.

# WOMAN'S WISE WAY WITH CLOTHES.

It has always been held up against woman that she persists in following the dictates of fashion regardless of climatic conditions, to the general prejudice of her health. The notorious "pneumonia" blouse is a case in point.

Now the opposite extreme is the rage. Seventy-five per cent. of the women on moats have adopted the new woolen collar and front combined; a wrap which encircles the neck, is buttoned tight in front, and hangs over the chest.

But the idea that a woman's health is likely to suffer through the vagaries of fashion was negated by a specialist at one of four leading hospitals for diseases of the throat. This gentleman gave it as his opinion that women dress far more sensibly than men, "barring their hats, of course."

"After all," said the doctor, "a woman who can sit in a draughty theatre in evening dress, go about wrapped in furs, sit indoors with them on, go out again without them, and generally ignore the weather, is not going to be affected to any extent by an extra layer of wool over her chest."

Discussing the rather alarming statement that woman's dress is more sensible, hygienically, than man's, the specialist stated that men, as a rule, dress most absurdly. The frockcoat came in for most of the criticism, it being pointed out that many men do not consider an overcoat a necessity when wearing a frockcoat, and sit indoors in the heat for hours, afterwards going into the cold air with no extra garment at all. Then, the dress shirt, that uncomfortable but conventional slab of starched linen, is practically the chief protection of a man's chest when in evening dress; and he is content to walk to a theatre or dinner through the coldest of weather, often without thinking of buttoning his overcoat.

The high, stiff-starched collar, a source of skin irritation, also came in for its share of condemnation. "I certainly think," the doctor reiterated, "that the average woman's dress is far more sensible, from a hygienic point of view, than that of the average man, always barring her hats."

# Intimations

# GREEN ISLAND CEMENT COMPANY, LIMITED.

# PORTLAND CEMENT.

In Cans of 375 lbs net.  
In Bags of 250 lbs net.  
**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong, 16th Aug., 1910. [74]

# MAN CHEONG,

10, WELLINGTON STREET CENTRAL,  
HONGKONG.  
**SWATOW DRAWING WORK.**  
Gentlemen and Ladies'  
TAILORS & OUTFITTERS.  
Embroidery, Pongee Silk, Glass Cloth,  
Canton Silk and Lace, &c., &c.  
Hongkong, 23rd January, 1911. 839

# FURNITURE WAREHOUSE.

# LI KWONG LOONG & CO.

CABINET-MAKERS AND ART  
DECORATORS,  
from Shanghai, has re-opened the  
**FURNITURE STORE**  
at  
No. 51, DES VOUZ ROAD CENTRAL.  
The only Shop in Hongkong with  
this name.

# WHERE HIGH-CLASS FURNITURE of every de- scription can be made to order in any design required.

Have been patronised by the  
Hongkong Club, Hongkong Hotel,  
Telegraph Co., Messrs. A. S. Watson  
& Co., Pifms and other leading  
Establishments in the Colony, to whom  
reference can be made as to the  
Superior Workmanship and Materials  
of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd.  
write as follows:—  
"We have pleasure in stating that  
Mr. LI KWONG LOONG  
furnished the Annex to our  
Dispensary and gave us every  
satisfaction."  
(Sd.) A. S. WATSON & Co.  
13th May, 1901.

ORDERS punctually attended to  
and CHARGES most moderate.  
**AN INSPECTION INVITED.**  
Hongkong, 4th August, 1900.

# Public Companies

# GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, Hongkong, on SATURDAY, the 25th day of March, 1911, at 11.30 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1910, and electing a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 20th March, 1911, until SATURDAY, the 25th day of March, 1911, both days inclusive.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 16th Mar., 1911. [70]

# THE CHINA-BORNEO COM- PANY, LIMITED.

# NOTICE TO SHAREHOLDERS.

NOTICE TO SHAREHOLDERS. THE EIGHTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 12.15 p.m. on TUESDAY, the 24th March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor. The TRANSFER BOOKS of the Company will be CLOSED from the 14th March to the 28th March, both days inclusive.

THE CHINA-BORNEO Co. Ltd.  
W. G. DARBY,  
General Manager.  
Hongkong, 9th Mar., 1911. [92]

# TO LET.

"NORMAN COTTAGE" West.  
4-Roomed House. Recently  
renovated. Electric Light. Detached  
Ferns Quarters.  
Apply to—

PERCY SMITH, SETH &  
FLEMING,  
5, Queen's Road Central.  
Hongkong, 17th Mar., 1911. [918]

# TO LET.

OFFICES in King's Buildings,  
4th Floor.  
AN OFFICE on 1st Floor, 16,  
DES VOUZ ROAD CENTRAL.  
GODOWN, 151 to 153, PRATA  
EAST.  
A HOUSE IN WONG-NEI-CHONG  
ROAD.  
SEMI-EUROPEAN FLATS  
East corner of Observation  
Place. The Trams stop at the  
door.  
Also NEW EUROPEAN FLATS  
adjoining the new Seaman's  
Institute, Prata East.  
Apply to—

THE HONGKONG LAND  
INVESTMENT & AGENCY CO.,  
LIMITED.  
Hongkong, 1st Mar., 1911. [159]

# TO LET.

FLATS in Nathan Road, Kowloon.  
FOUR-ROOMED HOUSES  
newly painted and colour-washed  
throughout. Cheap Rent.  
NEW and COMMODIOUS  
SHOPS, Nathan Road, Kowloon.  
Immediate possession. Cheap Rental.  
Apply to—

HUMPHREYS ESTATE  
& FINANCE CO., Ltd.  
Hongkong, 15th Mar., 1911. [968]

# TO LET.

GODOWN No. 5A, DUNDRELL  
STREET.  
Apply to—  
THE HONGKONG LAND  
INVESTMENT & AGENCY  
COMPANY LIMITED.  
Hongkong, 1st Mar., 1911. [61]

# TO LET.

A SMALL STORE next door to  
No. 28, Corner of D'ARQUILLAN  
STREET, from Tu-day.  
Apply—  
YEN YEE & CO.  
(Hair Dressing Saloon).  
Hongkong, 7th Mar., 1911. [946]

# CLOUT CHAMPAGNE EXTRA DRY.

24 pints at \$22.50.  
**FRENCH STORE,**  
6 Queen's Road.  
Hongkong, 15th Mar., 1911. [47]

# PO SING. JEWELLER & SILVERSMITH

No. 1, POTTINGTON STREET.  
**CANTONESE SILVER WORK**  
of every description done here.  
Moderate Price.  
Xmas and New Year Presenting  
great variety and at special rates avail-  
able to all tastes and purses. [985]

# Intimations

# NOTICE. HONGKONG-AVIATION WEEK.

CHARLES VAN DEN BORN,  
Biplane Aviator, Flying at  
Shatin, Kowloon, the 21st, 22nd, 23rd  
and 24th of March; every afternoon, if  
atmospheric condition permits.  
Admission \$0.50 exclusive of train  
fare.  
Train will leave at 11.30 a.m., if  
red flag has been hoisted at C.P.R.  
flag-staff on Hotel Mansions.

CHARLES VAN DEN BORN,  
Biplane Aviator, Flying at Sha-  
tin-Kowloon, the 25th, 26th and 27th  
March, from 2 p.m. each day.  
His Excellency the Governor and  
Lady Lugard, His Excellency Vice-  
Admiral Sir A. L. Wintles, His Excel-  
lency Major-General and Mrs. C. A.  
Anderson have kindly consented to  
be patrons of the meeting.

Extra Aviation trains will run each  
aviation day from 10 a.m. Only holders  
of aviation-tickets will be carried in  
such trains.  
Train fares do not include price of  
admission.

By permission of the Government  
admission to the aviation ground by  
ticket only.

PRICES OF ADMISSION:  
Club-enclosure—1 day ticket...\$ 5.00  
Club-enclosure—Ladies' enclosure...\$ 5.00  
Club-enclosure—Gents' enclosure...\$10.00  
1st Class enclosure—1 day ticket...\$ 8.00  
2nd Class enclosure—1 day ticket...\$ 2.00  
3rd Class enclosure—1 day ticket...\$ 1.00  
4th Class...—1 day ticket...\$ .50

Exclusive of train fare  
Admission by the G. & C. in the  
forenoon only, from 9 to 11 a.m.  
(11 tickets of season tickets free) admis-  
sion 50 cents. For schools or corpora-  
tions special arrangements can be made.  
To be able to provide the necessary  
seating accommodation for the public,  
intending visitors are kindly requested  
to book their tickets in advance with  
Messrs. A. Outin and Co., Ah Tack,  
Sincere and Co., Wing On Co., King  
Edward Hotel, Empire Cinema, Con-  
nally Aerial Water, Factory, the  
Kowloon Ferry and Railway Station.  
A ride in the airplane costs \$7.50.  
Applications must be addressed to the  
manager, accompanied by cash or  
cheque.

If, on account of bad weather or ac-  
cident, flying is prevented, notices will be  
posted at the ticket-selling-boxes, and a  
blue flag will fly on the C.P.R. flag-staff  
on Hotel Mansions, Connaught Road,  
opposite Blake Pier, where a red flag  
will fly when flying is certain. Tickets  
already bought for that day will be avail-  
able for the next aviation day.  
**THE FAR EAST AVIATION CO.**  
K. OFFER, Manager.  
Office: 38, Queen's Road Central.  
Hongkong, 21st Mar., 1911. [978]

# STEAM LAUNDRY CO.

YAU MATI.  
Established 1800.

THE only successful Steam Lau-  
ndry in the Far East. The only  
Laundry in the Colony under  
European Supervision.  
Filtered Water. Regular Delivery.  
Flannels and underwear washed by  
skilled Japanese.  
Monthly rates quote 1. Dry cleaning  
a specialty. Depot No. 4, Beaconsfield  
Arcade, Tel. 1532.

**R. WOOD,**  
Manager.  
Hongkong, 1st Mar., 1911. [931]

# PEAK TRAMWAYS CO., LIMITED.

# TIME TABLE.

WEEK DAYS.  
7.00 a.m.  
7.30 a.m. to 10.00 a.m. Every 10 min.  
10.00 a.m. to 11.00 a.m. " 15 min.  
11.30 a.m. to 12.15 p.m. " 15 min.  
12.45 p.m. to 1.15 p.m. " 10 min.  
1.15 p.m. to 1.45 p.m. " 15 min.  
1.45 p.m. to 2.15 p.m. " 15 min.  
2.15 p.m. to 3.00 p.m. " 15 min.  
3.30 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 8.00 p.m. " 10 min.

# NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 to 11.15 p.m.  
every half hour.

# SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 min.  
9.00 a.m. to 9.30 a.m. " 30 min.  
9.30 a.m. to 10.30 a.m. " 15 min.  
10.30 a.m. to 11.00 a.m. " 10 min.  
11.45 a.m. to 12.00 noon " 15 min.  
12.00 noon to 1.00 p.m. " 10 min.  
1.00 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 6.00 p.m. " 10 min.  
6.00 p.m. to 7.00 p.m. " 15 min.  
7.00 p.m. to 8.00 p.m. " 10 min.

# NIGHT CARS on Week Days.

Extra cars at 8.15 p.m., 11.30 p.m.  
and 11.45 p.m.  
**SPECIAL CARS** by arrange-  
ment at the Company's Office,  
Alexandra Buildings, Des VOUZ ROAD  
CENTRAL.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st April, 1909.

# MAILS. NORDDEUTSCHER LLOYD. BREMEN.

# IMPERIAL GERMAN MAIL LINES.

For	STEAMERS.	To sail on
SHANGHAI, NAGA- SAKI, KOBÉ and YOKOHAMA	"KURIST"..... Capt. O. Palmholtz (T. 17,000)	About THURSDAY, 28th March.
MANILA, YAP, ANGAUR, NEW- GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"CONGENE"..... Capt. L. Kluglitz (T. 6,700)	SUNDAY, 20th March, at 4 p.m.
KUDAT and SANDA- KAN	"Donoso"..... Capt. F. Sembill (T. 5,000)	End of March.
KOBÉ & YOKOHAMA	"ERINZ WALDEMAN"..... Capt. F. Icke ...6,100	About TUESDAY, 4th April.
NAPLES, GENOA, ALGERS, GIBRAL- TAR, SOUTHAMP- TON, ANTWERP and BREMER	"LUTZOW"..... Capt. B. Welhmi (T. 17,300)	WEDNESDAY, 5th April, at Noon.

All the steamers of the European Line are fitted with Wireless Telegraphy,  
New System of Telefunken.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG.

Hongkong, 22nd March, 1911. (7)



# SHORTEST & QUICKEST ROUTE

BETWEEN

# THE FAR EAST & EUROPE,

via DAIREN.

# WINTER SCHEDULE.

(Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleep-  
ing, Dining and 1st Class Cars, is operated between Dairen and Changchun four  
times a week in connection with the Trans-Siberian Express Trains and with  
Dairen-Shanghai Direct Steamers Service by the S.S. "Kobe Maru" and  
"Sakiko Maru" (each 2,877 tons) as follows:—

# NORTH BOUND.

1st Class Fares	Shanghai (Steamer) ...Lv.	Dairen (S.M.R. Train) Lv.	Thurs. Sat.	Sun. Tues.	Thurs. Fri.	Fri. Sat.
\$10						
Y11.95	Mukden ( " ) Ar. 2.45 a.m.	6.00 p.m.	Mon.	Wed.	Fri.	Sat.
Y11.50	Changchun ( " ) Ar. 9.55 "	"	"	"	"	"
R 9.50.	Harbin ( " ) Ar. 7.25 "	"	"	"	"	"

Connecting at Harbin with

# SOUTH BOUND.

Conr'cting at Harbin with			State Ex- press from St. Pet'g.	State Ex- press from Mos- cow	Wagon Lite from Mos- cow	
R 9.60	Harbin (Russian train) Lv.	7.50 p.m.	Mon.	Wed.	Fri.	
	Changchun ( " ) Ar.	6.40 a.m.	Tues.	Thurs.	Sat.	Sun.
Y11.50	(S.M.R. Train) Lv.	7.00 "	"	"	"	"
	Mukden ( " ) Ar.	1.45 p.m.	"	"	"	"
Y11.50	( " ) Lv.	2.00 "	"	"	"	"
	Dairen ( " ) Ar.	10.30 "	"	"	"	"
Y40.00	( " Steamer) Lv.	Noon	Wed.	"	Sun.	"

Supplementary Charges on DAIREN-CHANGCHUN Service.

EXPRESS EXTRA FEE .....Y3.00 SLEEPING CAR SUPPLEMENT.....Y6.00

TICKET AGENCIES—The Company's railway and steamer tickets are  
obtainable at all the Agencies of the International Sleeping Car & Express  
Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika  
Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at  
Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Com-  
pany's management.

# SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "Mantetsu." Codes: A.B.C. 5th. Ed. A. I. & Liebers.

# FUSHUN COAL

THE BEST STEAMING COAL IN THE EAST.

Output 3,500 tons per day.

Fresh stock always on hand at Dairen, Neuchang and Tientsin Depots  
en route at Chohy, Shanghai, Hongkong, Singapore and Penang.

# MINING DEPARTMENT, SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "Mantetsu." Codes: A. B. C. 5th. Ed. A. I. & Liebers.

Agents: **MITSUMI BUSSAN KAISHA, LTD.**  
Hongkong, 20th January, 1911. [749]



## Intimations.

A. S. WATSON &amp; CO., LD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S E

VERY OLD LIQUOR.

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies, distilled in Scotland

GENUINE AGE AND FINE MELLOW FLAVOUR.

Robert Porter &amp; Co.'s BULL DOG

BRAND GUINNESS' STOUT in POTS and SPLIT.

A. S. WATSON &amp; CO., LD.

ALEXANDRA BUILDINGS, Hongkong, 7th July, 1910. [28.]

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, at, Des Voeux Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**

Daily—\$5 per annum.

Weekly—\$13 per annum.

The rates per quarter and per month, proportional.

Subscriptions for any period less than one month will be charged for a full month.

The daily issue is delivered free when the address is accessible to messengers. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue for any part of the year is 25 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

THE Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 22, 1911

THE COLONY'S DIFFICULTIES.

The limits of a newspaper article forbid more than an expression of opinion supported only by passing reference to well-established facts and figures. In our two previous articles under the above caption we have attempted no more than this. In the first we endeavoured to show that since the Colony needs money it is the duty of the Government to provide that money and the duty of the individual to assist in the provision. In the second we expressed the opinion that the hysterical anti-opium movement is in the main responsible for the present financial situation in Hongkong. The liquor tax was regarded as

inequitable, since under different circumstances it need never have been imposed; but, as we need money and unless we are to regard the Government as incapable, it must be considered justified. With the steady growth of our Colony, the expenses of its administration increase, and we venture to think that there are very few who would support the contention that our public service is overpaid. The Sanitary authority is no more than adequate to our needs, the Building authority is something less; the Police again are neither too numerous nor too highly remunerated, while the number of principal officials is surely not superfluous. On the other hand, with the increase of population in, and the extension of the commercial interests of, the Colony, the officials we have mentioned find themselves faced with greater difficulties year by year—difficulties that call for increased expenditure.

It is not our object to discuss the actual nature of the tax, but simply to place before our readers the true facts of the case, namely, that some tax is necessary and that this tax hurts the individual (who must pay somehow in the end) only by increasing the price of a luxury. We exclude altogether from the present argument the question of the military contribution or the Imperial Government's indemnity for the loss sustained by the Colony owing to the prohibition of the opium trade; the iniquity of the one and the justice of the other cannot be said to affect local taxation, its necessity or otherwise. We fail, and we feel convinced the residents of this Colony will fail to find any more satisfactory means of raising our revenue, despite the fact that it is very much to be feared that the new tax will not prove as complete as its framers imagine or could wish. But comment on this line is beyond our purpose.

## HONGKONG DAY BY DAY.

Mrs. R. Packham left to-day for a holiday at home.

Mr. and Mrs. J. Meier left for Germany to-day. Mr. Meier is the senior partner in the firm of Kruss and Co., and is one of the most popular members of the German community.

A number of house tenants were fined at the Magistracy this morning for not whitewashing their houses and removing certain cubicles, after receiving Sanitary Board notices.

Mr. A. A. Swan, the founder of the well known firm of Swan and MacLaren, civil and railway engineers and architects, of Singapore, Penang, Bangkok and other places, has died.

P.C. (25) J. O'Sullivan, who has been invalided home after nearly three years' service in the Hongkong Police, left to-day by the P. & O. s.s. Genoa. He was a smart young officer and very popular among his comrades in the Force.

One of the most popular manufacturers of the O. B. Brewery is the "Buck Beer," which is advertised on another page to-day. We understand that a large quantity is exported to the various coast ports from time to time, and particularly south. The Brewery looks forward this summer to doing big business.

Leave of absence on private affairs to the neighbouring countries has been granted to Lieut. Col. G. D. Close, R.E., for two months; to Major H. J. Kirke, R.G.A., for one month, and to Lieut. D. S. Dodgson, R.G.A., for three months, all taking effect from April. Leave has also been granted until December 31, 1911 to Lieut. G. H. Russell to proceed to the United Kingdom.

## LEGISLATIVE COUNCIL.

At Thursday's meeting, H. E. Major-General C. A. Anderson will move:

Whereas for purely financial reasons the Council is unable to approve the continuance of a rebate to the military and naval authorities on intoxicating liquors as contemplated by Ordinance 27 of 1909, and whereas it is estimated that the military contribution which is paid by the Hongkong Government to the War Office will be increased by the imposition of liquor duties by a sum of approximately \$164,600 in 1911, and whereas it is anticipated that approximately 30 per cent. out of the gross revenue collected in respect of duties on European liquor will be paid by the military and naval authorities, he resolved that the permission of the Secretary of State for the Colonies be requested to deduct from the said military contribution the amount of the liquor duties in each year a sum equal to the ascertained amount of those duties paid by the military and naval authorities, and that such sum be paid as heretofore to the military and naval authorities in order that the officers and men of His Majesty's naval and land forces may not suffer financially from the imposition of the said duties while serving in this Colony, and he it further resolved that His Excellency the Governor be requested to transmit a copy of this resolution to the Secretary of State for the Colonies.

Hon. Dr. Ho Kai has the following motion standing in his name:

"That the resolution proposed by the Hon. Colonial Secretary and passed by this Council at its last meeting relating to the duty leviable upon intoxicating liquors be amended by substituting 20 cents for 30 cents in par. (a) and 30 cents for 40 cents in par. (b)."

The paragraphs in the original motion referred to by Hon. Dr. Ho Kai are as follows:

(a) On all native wines and spirits:

(i) 30 cents a gallon on the native liquors known as Liu Pun and Shuang Ching and on the following sweetened, prepared, and medicated wines:

No Mai Tsau Huk, No Mai, Mau Kan, Yuk Lau, Ning, Man Tsau, Tsing Mui, Muk Kwa, Sun Fung, Wu Tsau, Shui Li Tsau, Shan Kiu, Lung San Tsau, Tei Kuk, Sam Pin, Tit Tai, Fung Shap and Wai Shing.

All such liquor shall contain not more than 25 per cent. of alcohol by weight.

(b) 40 cents a gallon on the native liquor known as Sam Ching, containing not more than 35 per cent. of alcohol by weight.

## BILLIARDS.

## SOLDIERS' CLUB TOURNAMENT.

The last two games between the K.O.Y.L.I. and the R.E. "A" team, played on Monday night, resulted in favour of the Engineers' team. Sapper Troomey made 250 against Lieut.-Day's 179. Sergeant Hunter (250) the best. Lieut. Collis Brown (184). Hunter made a break of 39. The total scores are as follows: R.E. "A" team, 1915 points; K.O.Y.L.I. left half, 1685 points.

Last night the Hongkong Volunteer Corps team met the Army Ordnance Corps in the first two games of the third round.

The first game was between Captain Nickolson (A.O.C.) and Private Phillips (H.K.V.C.). Nickolson was in fine form and won easily by 52 points. He made a break of 39.

The next to play were Major Hunter (A.O.C.) and Gunner Willison (H.K.V.C.). When Hunter completed his 250, Willison was only 197.

Two games will be decided to-night between the same teams.

The Yokohama Office of the C.P.R. is in receipt of a wireless message from the R.M.S. "Montague," sent at 10 p.m., on Sunday last when the vessel was 1,135 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama at 5 p.m., on Thursday.

## THE SHIPPING OUTLOOK.

## JAPANESE AMBITIONS.

The increasing number of boats that are being bought by the Japanese every day—besides the number that are being constructed for them both at the home and foreign yards—although they may be due to the near approach of the date of enforcement of the new Customs Tariff, have a special significance in regard to the future of shipping in the Far East. It implies that Japan is going to bid for the supremacy of shipping in the Far Eastern waters, and if she will progress at this rate the next few decades may lead her to the heights of her ambition.

It is well-known that Japanese shipping has been subsidised, and the rise of Japan as a maritime nation is mainly due to the kindly help which the Government gave it at the expense of the taxpayer, who is growing under the heavy weight of taxation. But we have stated several times that although subsidies have their uses the continued benevolence of the government leads to abuse in most cases. The first awakenings of the danger of

## over-subsidising.

the trade have come in Japan. It has been pointed out how French shipping, in spite of the heavy subsidies of the Government for several decades, has not improved commensurate with the support of the Government and the trade available; and possibly the same result might have awaited Japanese shipping in the future had it not been for the fact that there has been a judicious revision of the policy. For one thing, subsidies have the result of not sparing the companies concerned to the same amount of activity to improve their position that they would do otherwise.

There has been an extraordinary change in the position of shipping on the China coast during the last decade, especially during the last five years. The total tonnage entering Chinese ports in 1905 was 82,755,547 and in 1909, 96,771,809; and the figure for last year is expected to be slightly less. Of this the tonnage of the ocean-going liners remains about the same, and the only appreciable increase is in the coast shipping. The returns of the Imperial Maritime Customs show that the proportion of shipping in the 86,775,000 tons more or less entering and clearing from Chinese ports controlled by the leading nations during 1909 was in round figures—British, 39 per cent.; Japanese, 21; Chinese, 20; German, 8; French, 5; United States, 1.

It is remarkable that not one of the companies that ply

## on the China coast,

excepting the Japanese companies, is able to pay good dividends—leaving of course companies like the Norddeutscher Lloyd and the Hamburg-American Line, whose China coast trade is only a very small fraction of their total. Boats which are worked in conjunction with some other big business seem to show better results, such as the boats of the Chinese Engineering and Mining Company.

Hongkong shipping companies like the Hongkong and Macao Steamboat Company and the Union Waterboat Company have raised the monotonous cry of decreasing trade during the last few years, and year after year, in spite of waiting, things do not seem to have improved very much.

The steamers of the China and Manila Steamship Company have been transferred to the

## American flag,

and it remains to be seen how far the special inducements offered in the Philippines trade will help to make the trade of the boats prosperous.

The Douglas Steamship Company has fared no better though the position is not so bad as to think of a similar transfer to any other flag.

Excepting the Japanese steamers the great majority of the vessels running in the China coast trade are British vessels, and if the position is to continue a great reduction in British shipping in the Far East. Even in the trade of Hongkong, a British port, it is remarkable that while the tonnage of China, France and the United States has very slightly varied, that of Great Britain and Germany has decreased and that of Japan alone has increased 300 per cent.

In round figures, during the five years ended 1909, British shipping has decreased from 56 to 49 per cent.; Japanese has increased from 5 to 16 per cent.; German has decreased from 20 to 13; French from 4 to 3 per cent. and United States from 4 to 2 per cent.

## To make a profit.

Is the conclusion to be arrived at that, at least in regard to the China coast, only subsidised steamers can run and make a profit? When the Rabi and Zafiro went under the American flag it was assumed that the Philippines Government will pay a certain amount of subsidy, which will easily go to make up for the losses they may have to sustain during the initial period.

The bigger lines always get mail subsidies and are generally in the case of every nation—in a sense subsidised, though the subsidies of the British lines are proportionally very small compared to the amount of the Japanese, French and German subsidies. But at this juncture it is surprising to remark that the Japanese Government are making arrangements to

## withdraw the subsidies

from the lines running on the China coast. It is reported that the Japanese Government has called for reports from officials concerned with a view to shutting off the subsidies paid to Japanese shipping companies engaged in coastal navigation, such as the lines to Kyushu, Dalny, Shikoku, up the Yangtze River, and to the China ports generally, for which contracts expire next year or the year after, and of forcing the Nippon Yusen Kaisha, Osaka Shosen Kaisha and the Nisshin Kisen Kaisha after the present term, to maintain these lines without the assistance of the Government.

## Japanese prospects.

It has been clearly demonstrated that whatever may happen, at this rate of progress Japan will take the first place in the shipping of the Far East. Japan has the advantage of being in possession of Korea, and for all trade purposes Manchuria is practically hers. Moreover the kinship of the language and customs of the two people will lead to much greater trade between Japan and China, and at the same time the Japanese have successfully inaugurated the policy of settling in China for trade even in the remotest provinces. Need there be any doubt that all these circumstances will go to help the trade of Japan and that with the increase of manufactures in Japan her shipping will assume that of the premier position in the Far East?—"Capital and Commerce."

## COMPANY REPORT.

## THE CHINA-BORNEO CO., LIMITED.

The report of the above company for presentation to shareholders at the eighth ordinary yearly meeting to be held at the office of the Company at 12:15 p.m. on Tuesday next shows a profit of \$82,380.70. From this have to be deducted fees to consulting committee \$4,000.00, leaving available for appropriation \$78,380.70.

The Consulting Committee recommend that a dividend of \$1.00 per share on the subscribed capital be paid to shareholders \$46,000.00; write off Sandakan Saw-mills \$8,000.00; Launches and Lighters \$10,000.00; Engineering Works \$5,000.00; Plant \$5,000.00; Hongkong Saw-mills \$2,879.94; Timber Concessions \$1,500.78.

In addition to the above provision for depreciation, the reserve fund of \$40,000.00 has been applied towards the further writing off of the value of the Hongkong Saw-mills, which will now stand at \$100,000.00.

## MR. SCHWERIN ROBBED.

San Francisco, Feb. 17.—The residence of R. P. Schwerin, general manager of the Pacific Mail Company, who is at present in New York, was entered by burglars at an early hour this morning. It is reported that eighty pieces of jewelry, valued at \$3,000 to \$5,000, were taken. Schwerin's chauffeur, who reported the theft to the police, said the burglar was clad in skirts, but was probably a man in disguise.

## NEW TIES WITH CANADA ARE NECESSARY.

[BY W. T. STREAR.]

London, Feb. 18.—We are all much amused by the fuss that has been made by Champ Clark's facetious remark that reciprocity opens the door to annexation. Annexation is a bid word. Assimilation, vorticism, fraternization—any of these words would have been better. To annex means to take what does not belong to you, with or without the consent of the annexed, and so far from resenting the idea that closer political union will naturally follow from greater commercial intercourse, there is nothing more devoutly to be desired.

We are so sure of Canadian loyalty that we encourage rather than discourage every increase in her intimacy with the States, whether that be commercial, judicial or political. What we desire, the diff. 140 years ago is that John Bull shall romary Miss Columbia, or if you prefer it, Uncle Sam should woo and wed Madam Britannia. Now Canada is a cosy parlour for courting.

Secretary Knox's eloquent words as to the ties that unite Canada and the United States might be applied almost without alteration of word to Great Britain and the United States. When he says there is not the slightest possibility that a racial and moral union will involve any political change, he goes too far, for as other ties multiply political changes will be necessary. A general arbitration treaty is a forerunner of many such.

## MINDS SET MOVING

Dreamers are already talking of the United States of the world and it is not such a far cry to the United States of the English speaking world, and Clark's speech, although intended as a jest, has set people's minds moving in the right direction.

Remember that it was Cecil Rhodes, the high priest of British imperialism, who declared that he attached so much importance to the Anglo-American union that if it could not be obtained otherwise than by applying for admission as States to be federated with the American people, he would apply for admission.

It is extraordinary how purblind some politicians can be when confronted with a situation that they dislike. On Wednesday night keen unionists assured me confidentially that the government would not be able to defeat the anti-home rule amendment by more than fifty votes. Within a couple of hours it was rejected by a majority of 113. The ministers, moreover, definitely pledge themselves to make the home rule bill the first order of the day at the next session. Home rule, it is now clear, won the split ministerial majority.

## VETO BILL BY 1914.

If the veto bill is passed this session the home rule bill will be introduced in 1912 and rejected by the lords. It will be reintroduced in 1913 and will be again rejected by the lords. It will then be introduced in the autumn session and passed over the lords' vote. If all goes well the bill ought to receive the royal assent before New Year's Day in 1914.

This calculation assumes that the unionists will fight the bill to the bitter end. It is probable the passing of the veto bill will convince the Tory majority that they would do better by a timely compromise than by persisting in irreconcilable opposition. What ought to be done now is to appoint a national convention by royal commission which would sit this autumn in Dublin for the purpose of enabling the Irish nation to discuss and decide what kind of home rule it desires.

If Ireland wants home rule and if Irish men are fit to govern Ireland under home rule, they must be fit to define the nature of the constitutional instrument under which they will be ready to undertake the responsibility of governing their own country.

A European named G. Downes, aged 26 years, who resided in Fort William, Calcutta, has met with his death under lamentable circumstances. The deceased went out on a shooting excursion to Dum Dum. In a jungle he was bitten on the arm by a venomous snake. He died while being conveyed to the Medical College Hospital.

## Telegram.

## JAPANESE DIET.

## GOVERNMENT IMPEACHED.

BY MEMBERS.

["INDEPENDENT NEWS" AGENCY.]

Tokio, March 22.

The session of the present Diet came to a close yesterday.

A resolution denouncing the Government with regard to the

Budget of the forty-first fiscal year, and another resolution im-

peaching the Authorities for the manner in which they dealt with

the political affairs between Japan and America, were moved by the

members of the Nationalist party.

An animated discussion ensued, but eventually both the

resolutions were rejected.

## NEWS FROM THE NORTH.

The trade in Kiangsi is in a lifeless state owing to the suppression of the cultivation of opium poppy in Yunnan. Formerly, Nanning, a port in Kiangsi, was an important centre for the consumption of native grown opium, and the profits were generally spent in buying native products from Kiangsi. Thus the province is losing several millions of dollars yearly through the action of the government in suppressing the cultivation of opium.

It is reported that the Board of Foreign Affairs has received a communication from a certain foreign minister in Peking regarding the management of China's finance. The Minister is alleged to have stated that there are some evils existing in the departments looking after the revenue of the country. He stated that the officials in Peking are too friendly towards the governors and viceroys of the various provinces, and as a consequence they take very little trouble in investigating into the actual state of the revenue derived from each province. Through enquiries made by the Minister last year, he is certain that the revenue could have been considerably increased if it had been properly conducted. He also impressed upon the Board the necessity of getting officials in the finance departments who have devoted their whole lives in studying the economy of the country. He suggested that competent European officials should be appointed to run the finance department for China.

## THE "FISH KING" OF SAN FRANCISCO.

The "Fish King" of San Francisco, Wong Sue, Chong, who began life as a laundryman, and is now one of the wealthiest residents of Chinatown, gave his annual banquet a few weeks ago, to mark, as usual, his appreciation of things in general.

Wong, or "Chappa" (Shorty), as he is known, is one of the most successful of the Los Angeles Chinese and one of the best known. He is in truth the "fish king" of Chinatown. He sells fish among his brother Chinese when no one else can and sells them at a profit.

Chappa has the fish business "right where he wants it." No one can compete with him, and sometimes he sells as much as 400 lbs. of fish a day.

"Chappa" gives the following receipt for acquiring money: "Work hard; tell no lies; be smart in business; save all your money."

A change of programme will take place at the Bijou Theatre to-night.



## SUPREME COURT.

## IN BANKRUPTCY.

In the Supreme Court this morning, in Bankruptcy—before the Chief Justice—Mr. Eldon Potter made an application on behalf of Mr. Fletcher, the Official Receiver, that in the bankruptcy of Kwang Cheong, two payments made by the managing partner of that firm, in bankruptcy, be declared fraudulent preference.

Mr. Marcus Shado appeared for Messrs. Melchers & Co., the firm who had received the payments referred to.

Mr. Potter, in his opening, said that this was an application that the payments made to Melchers & Co. be set aside, as such payments amounted to a fraudulent preference and were contrary to the policy of the Bankruptcy Act. There were several precedents of such payments being set aside, even some payments made by the Official Receiver subsequently being considered as fraudulent preference. In this case the receiving order was made in August, and the firm made bankrupt on the 25th Nov., 1910. The petition was filed on the 4th Nov. These proceedings were the result of certain admissions made by the bankrupt in his public examination. Counsel would prove that this was, at the time knowing that he was insolvent, realised some stock-in-trade in his shop and divided the proceeds amongst three European firms in the Colony. In this particular, they were only dealing with one firm.

His Lordship said he did not know why Melchers and Co. should be the single firm.

Mr. Potter did not think that it was a case of singling out. Perhaps when the other firms saw that this was a case of fraudulent preference they would agree to refund. There were two affidavits in this case. One was sworn to by Mr. Fletcher, and the other by the managing partner of the bankrupt firm. Counsel had received notice to produce the debtor for examination. This was the man in whose public examination such admissions were made as to cause these proceedings.

Mr. Shado said that whatever admission he might have made, it was no evidence against Melchers.

Mr. Potter said that they had been served with notice to produce this man. Unfortunately they had not been able to produce him for reasons unknown to the Official Receiver the debtor had gone to Canton. Therefore Counsel was not in a position to produce him, but he would submit that the Court had power to admit those admissions in evidence, although Melchers & Co. had not had an opportunity to cross-examine the debtor. Counsel would satisfy the Court that unless this Court admitted them a great injustice would be done. His friend's point of view would doubtless be that it would be unfair for them to have affidavits put in evidence, while his friend was not in a position to cross-examine the bankrupt. It might work gross injustice, specially when specific power was given to the Court to admit. It showed that it was the interest of justice that such should be done. There was a specific rule in bankruptcy at home which gave power to the Court to admit. It appeared to the Court that great injustice would be done if the documents were excluded. The Court had the power of admitting them. Melchers and Co. admitted the payment. The only fact that was desired to be established by means of this man was that he knew he was insolvent at the time the payment was made.

Mr. Shado contended that there was no reason why the affidavit should be admitted. The point very seriously affected the commercial life of this Colony. It was a case of a Chinese firm, which had been in the habit of trading with some European firms, becoming insolvent and for some reason or other the debts due to the European traders were paid to the exclusion of the Chinese creditors. The managing partner made these payments and subsequently disappeared to Canton prior to his public examination which was the only opportunity the Official Receiver had to extract admissions as to preference pay-

ments. The manager, after making the affidavit, disappeared. Melchers would not suffer; it was their comrade who would be the loser. Preference payment might therefore be made with perfect impunity. If the man disappeared the Official Receiver was powerless. They realised the peculiar position of Hongkong. Mr. Shado submitted that even if this affidavit could be admitted this application ought to be dismissed. The Official Receiver did not appreciate the dormant motive for the payment which was with the view of protecting certain creditors and defrauding others. The intention must be to defraud others. If the payment was made not with the view of gaining time and settling up his affairs and with no other object than to defraud his creditors then it was a case of fraudulent preference. At this stage the Court adjourned.

## DEVELOPING WHAMPOA.

## VICEROY DESIRES TO IMPROVE RIVER PORT.

Our Canton correspondent has reported, and the native papers support his assertion, that the Canton Viceroy is desirous of raising Whampoa once more to its pristine glory as a trade mart. In consultation with his advisors, he is said to have pointed out that the harbour provides a good typhoon shelter by reason of the surrounding mountains, is central in position, easy of access and in direct communication with the interior. Its natural geographical position should, in fact, long ago have resulted in its development along modern lines. With the Excellency's aspirations we are in full sympathy.

The development of Whampoa means the development of a trade that should add greatly to our prosperity, but while the river port undoubtedly possesses many facilities, such as opportunities for bunding, the construction of roads, and typhoon shelters, as well as being in direct communication with the interior, yet there is much to prevent its taking a leading part in local commerce. In the first place, the condition of the native currency will militate against any great extension of trade. The lack of confidence in the native banks puts a premium upon the use of subsidiary coinage, and although His Excellency realises this difficulty and as a first step to the development of the port suggests the establishment of sound native banking concerns, it is difficult to believe that these will carry the same weight as the banks of Hongkong. As a viceroy, a paper possibly points out, the Hongkong and Shanghai Bank and similar concerns here are a guarantee of financial stability. The general use of subsidiary coins, due to want of confidence, will always restrict widespread business, and this is the first and greatest difficulty that confronts Whampoa.

On the other hand, the unsettled and piratical condition of the neighbourhood must be reckoned with, for it is impossible that trade can be carried on with any success when its activities are not actively guarded. The shallowness of the river at this point has also to be considered, and this, perhaps, forms one of the most serious drawbacks to Whampoa's development.

Recognising these difficulties, however, to the full we yet do not see any reason why the Viceroy's desires should not be fulfilled. The question of the subsidiary coinage we have always with us; we must welcome any suggested development which would be impossible were it not settled. In the same way, the proper policing of the region, the bringing of it under control, would be as valuable to general commerce as Whampoa's entrance into the ranks of the principal ports, while the dredging of the river, even if the port never proved more conspicuous than it is at present, would confer a benefit on trade. We therefore hope that despite the difficulties in his way, His Excellency the Viceroy will be able to carry out his project of making our small neighbouring port as valuable as possible. A little optimism will go a long way towards achieving the desired result.

## RAISING OF REVENUE.

## WILL TOBACCO BE TAXED IN HONGKONG?

It was mentioned in the "Hongkong Telegraph" some time ago that the tobacco merchants in the Colony, like their brethren in Canton, were becoming alive to the possibility of a new tax being imposed upon "the weed" in order to help replenish the depleted colonial exchequer. And although a temporary expedient, has been found, here by increasing the liquor impost, the tobacco trade can hardly yet be said to be out of the wood.

When a few years ago the tobacco tax was introduced in India, in order to make up for the growing expenditure now expected that it would produce the amount of revenue it is now producing. Singapore would have had the tobacco tax had it not been for the fact that it is not expected to produce as much as is needed to make up for the deficit caused by the loss of revenue in opium.

Hongkong, it is expected, will also have a tobacco tax very soon, if the indications are correct, (says a Shanghai contemporary), and in the meanwhile we understand that the Viceroy of Canton is proposing a tobacco monopoly, in addition to the opium monopoly, in order to raise the revenue, needed very badly. We know how Japan has a very large revenue from her tobacco monopoly, and possibly China may find it a fruitful source of revenue. But it has been pointed out every commodity in China seems to have been taxed to the utmost, in spite of the fact that the revenue to the Government is not a tithe of what is collected. While Hongkong is suffering from the suppression of opium, Canton has to make up for the loss occasioned by the suppression of gambling.

Hongkong has had a pretty bad problem—as her resources are not so great as that of Singapore, and her trade entirely depends like that of Singapore on keeping the port free. There was the taxation of spirits some time ago, and now we learn that the revenue from that source has not been half what the Government thought it would be. But what the effect of the tobacco taxation will be is not known. There is bound to be a good deal of opposition to the proposal, and we cannot see how, when it is considered that tobacco taxation in Singapore will not produce a tithe of the revenue needed, the same kind of taxation in Hongkong will help the latter.

## MARINE COURT.

Before Com. Beckwith, to-day, P.C. C. M. Wilson charged Ng Tai, master of launch Sui On, Kwok Tuk, master of launch Yew Sang, and Lai Chai, master of launch Hung On, with unlawfully blowing a whistle other than for the purpose of navigation at 10.50 p.m. on the 15th inst. in harbour.

Mr. Beckwith said this practice of giving local sound signals was becoming too common, and he ordered first defendant to be re-examined as to his knowledge of the rules of the road and sound signals, before taking charge of a launch again. Lai Chai was also to be re-examined. Kwok Tuk could not be found.

## THE MOST POPULAR HYMN.

A New York Methodist Episcopal church which has taken a poll of its congregation in order to determine the ten best hymns, announces that the following were the most popular:

"Nearer, My God, to Thee," "Abide with Me," "Jesus, Lover of My Soul," "I Love to Tell the Story," "Lead, Kindly Light," "Rescue the Perishing," "Rock of Ages," "Onward, Christian Soldiers," "What a Friend We Have in Jesus."

Four others were tied for the tenth place: "Love Divine, All Love Excelling," "Just as I Am," "Faith of Our Fathers, Living Still" and "In the Cross of Christ I Glory."

The Soldiers' and Sailors' Help Society concert will take place to-morrow night at the R. E. Theatre.

## POLICE COURT.

Two coolies were charged this morning with entering No. 36, Cochrane Street, last night with intent to commit a felony and unlawfully having in their possession a bunch of skeleton keys. They were sentenced to three months' hard labour and four hours' stocks.

Ah Shan, unemployed, was sentenced to three weeks' imprisonment for stealing a silver watch and chain, a half sovereign and a quantity of small jewellery, valued at \$17.10; the property of Young Fat, caretaker of the Coffee Plantation cemetery.

Nine men were charged with gambling in No. 99, Des Vaux Road Central. The first and second defendants were fined \$50 each, and the remainder \$2 each.

Leung Ping was given three months' hard labour and four hours' stocks for the theft of \$72, from an Indian in Queen's Road Central.

## LOG BOOK.

The s.s. Drufar is in Cosmopolitan Dock, undergoing a general overhaul.

A question has been asked by a reader as to when any announcement is likely to be made as to the cause of the damage which was done to the steamer, Conch, some time ago, when going behind Stonecutters towards the dock. It seems that the harbour authorities made an investigation, and then the search was made by the naval authorities. Up to now nothing has been made public, and, as far as we know, no red flag has been hoisted to locate the stones, which it is said damaged the plates. Meanwhile the owners have had to pay the bill.

## AMERICAN TRADE IN FAR EAST.

## AN INCREASE DURING 1910.

For Eastern purchases of American goods in the eleven months ended November 30, 1910, reached a value of \$110,000,000, or \$7,000,000 more than in the corresponding period of 1909.

The principal buyers were (Bureau of Statistics figures):

Australia and Tasmania	\$28,428,078
Philippine Islands	18,010,194
Japan	22,479,920
New Zealand	5,703,077
Straits Settlements	1,751,980
Dutch East Indies	2,591,719
Chinese Empire	14,520,101
British India	6,897,385
Hongkong	4,769,412
Asiatic Russia	1,062,061

Other principal buyers were British China, French China, German China, Japanese China, East Indies, Corea, Persia and Siam.

The Director and General Manager of the Toyo Kisen Kaisha, Mr. M. Shirashi, and the San Francisco agent of the line, Mr. B. A. Harnett, have arrived in Singapore.

## LOCAL COMPANIES.

## CHINA TRADERS' INSURANCE CO., LTD.

Subject to audit, the directors will recommend that a final dividend of \$4 per share be paid for account 1909, making \$7, for the year, an interim dividend of \$4 per share for 1910 and a Bonus of 20 percent on contributory premium. They will further recommend that £10,000 be passed to Reinsurance Fund, leaving \$225,358.20 to be carried forward to Underwriting Suspense Account, thus closing the account for 1909.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

Subject to audit, the directors will recommend that a final dividend of \$20 per share be paid for account 1909, making \$50 per share for the year, an interim dividend of \$30 per share for 1910, and a bonus of 20 per cent. on contributory premium. They will further recommend that £10,000 be passed to Sterling Reserve Fund, leaving \$481,000 to be carried forward to Underwriting Suspense Account, thus closing the account for 1909.

"The Times" announces that a movement is on foot in Great Britain to promote the organisation of industrial workers in India.

## To-day's Advertisements.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1910, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.  
Hongkong, 22nd March, 1911. [935]

## CHINA TRADERS' INSURANCE COMPANY, LIMITED

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m. for the purpose of receiving the report of the Directors together with the statements of account to 31st Dec., 1910, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 16th April to the 26th April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.  
Hongkong, 22nd March, 1911. [936]

## To-day's Advertisements.

## NOTICE.

I HEREBY beg to notify that I am leaving the Colony 10-DAY for a period of two weeks returning on the 6th prox.

W. G. WORCESTER.  
Hongkong, 22nd Mar., 1911. [932]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENALDER,"  
FROM ANTWERP, MIDDLESBRO', LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 29th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.

Agents.  
Hongkong, 22nd Mar., 1911. [933]

## Intimations.

## SOURD MILK.

We are making a specialty of Artificially Sourd Milk this summer. Try it.

Professor Metchnikoff, in a book on the Prolongation of Life, strongly advocates the use of Sourd Milk as a cure for Indigestion, Dyspepsia and morbid conditions of the digestive organs.

The Dairy Farm Co., Limited.

## POPULAR

## "ASAHI" BEER



PRICES.

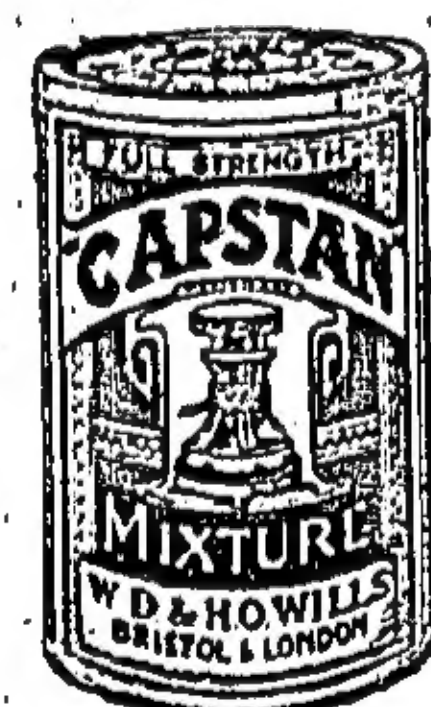
4 Doz. Quarts ..... \$ 2.00 per case  
8 Doz. Pints ..... \$ 1.50  
Hongkong, 15th December, 1910. [1]

ORIENTAL BREWERY LIMITED  
HONGKONG.

## CAPSTAN MIXTURE

MEDIUM

FULT.



In 1/4 lb.

Air Tight  
Tins.

W. D. &amp; H. O. WILLS.

## NOTICE.

## H. PRICE &amp; CO., LTD.

In pursuance of Section 6 of the Company's Articles of Association, the Directors have decided to issue 3,000 un-allotted shares, (being the balance of 15,000 Shares authorised to be issued under the Company's Articles of Association).

The 3,000 un-allotted Shares will be issued at 20% premium, (i.e. \$12 per share for each fully paid up \$10 Share).

Shareholders whose names appear on the Company's Register, are entitled to one new Share for every Four Shares registered in their names on the 11th Day of April, 1911.

Applications for the New Issue should be sent to the Secretary of the Company on or before the 11th April, 1911, together with cheque in payment thereof, as after that date the Directors will proceed to dispose of all new shares not applied for without further notice, on such terms and conditions as they may think fit.

The new issue will be entitled to participate in the profits of the Company as from the 1st day of January, 1911.

The Transfer Book of the Company will be closed from the 11th to the 15th April, 1911.

By Order.

A. CHARLTON,  
SECRETARY.

Hongkong, 20th March, 1911.

TRADE MARK

THE BERNESE ALPS MILK CO  
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.  
BOTTLED AT DUNDEE, SCOTLAND.  
Agents: F. BLACKHEAD & CO.,  
HONGKONG & CHINA.

MLLE. GAUTHIER,  
THEATRE ROYAL.  
SATURDAY, 25th, at 9 p.m.  
CONCERT BY THIS GREAT  
SINGER  
FRESH FROM HER TRIUMPHS AT  
Covent Garden, Berlin, Paris, The Hague.  
FULL ORCHESTRA.  
Plan at the ROBINSON PIANO CO., LTD. [980]



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO'S  
Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF CHINA" Saturday, April 8th.	"EMPRESS OF IRELAND" Friday, May 5th.
"MONTEAGLE" Tuesday, April 18th.	
"EMPRESS OF INDIA" Saturday, April 20th.	"ALLAN LINE" Friday, May 26th.
"EMPRESS OF JAPAN" Saturday, May 20th.	"EMPRESS OF BRITAIN" Friday, June 16th.
"EMPRESS OF CHINA" Saturday, June 10th.	"ALLAN LINE" Friday, July 7th.
"MONTEAGLE" Wednesday, June 28th.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .....£43.

Via New York .....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	LOONGSANG	Saturday, 25th Mar., 2 p.m.
SHANGHAI.....	TINGSANG	Sunday, 26th Mar., d'light.
SHANGHAI.....	HANGSANG	Sunday, 26th Mar., d'light.
SINGAPORE, PENANG, & CALUTTA.....	LAISANG	Tuesday, 28th Mar., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers.

Hongkong, 22nd March, 1911. [8]

## BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER and SEATTLE via  
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"STRATHGORD" "SUVERIC"	3,380 6,232	Lamont F. S. Conolly	13th April 4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Any and Keeling if sufficient inducement offers.

The Steamers of the line are of the most modern type, have excellent accommodation for cargo passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lutero" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

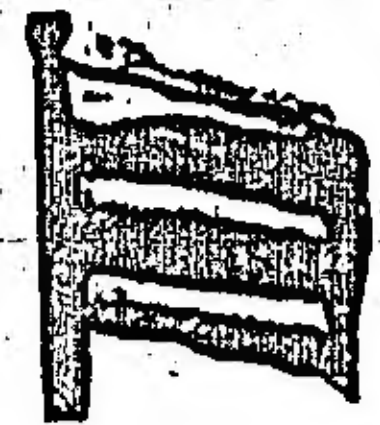
Telephone No. 780.

Hongkong, 17th March, 1911. [905]

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KANAGAWA MARU, Capt. C. H. Butler, T. 7,000 HIRANO MARU, Capt. H. Fraser, Tons 9,000 TANGO MARU, Capt. K. Kawara, Tons 8,000	THURSDAY, 23rd March, 3rd Mar. WEDNESDAY, 29th Mar., at Daylight. WEDNESDAY, 12th April, at Daylight.
VICTORIA, B.C., & SEATTLE.....	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 25th April, from KOBE
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKACHI & YOKOHAMA.....	INABA MARU, Capt. Tomiura, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 24th Mar., at Noon. TUESDAY, 25th April, at Noon.
SYDNEY & MELBOURNE, via MANILA, THURSDAY Island, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winckler, Tons 6,000	FRIDAY, 14th April, at Noon. FRIDAY, 12th May, at Noon.
SHANGHAI, MOJI & KOBE.....	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	WEDNESDAY, 29th March.
NAGASAKI, KOBE and YOKOHAMA.....	KUMANO MARU, Capt. M. Winckler, Tons 6,000	WEDNESDAY, 12th April, at Noon.
KOBE and YOKOHAMA.....	AKI MARU, Capt. K. Homma, Tons 7,000	THURSDAY, 30th Mar., at 11 A.M.
BOMBAY, &c.....	CEYLON MARU, Capt. Fred. Pyne, Tons 6,000	TUESDAY, 4th April.

§ Fitted with new system of wireless telegraphy. Cargo only.  
\* Carries deck passengers. † Omitting Penang.

## PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
Hirano Maru	9,000	29th March	To London, per New Steamer 1st class Single...Y550 Return... 825
Tango	8,000	12th April	" 2nd class Single... 850 Return... 540
Kaino	9,000	26th "	" Old Str. 1st class Single 500 Return... 750
Aki	7,000	10th May	" 2nd class Single 340 Return... 495
Mishima	9,000	24th "	" "

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
Inaba	7,000	28th March	To Pacific Coast Common Points 1st class Single...£30 2nd ".....£21
Tamba	7,000	25th April	To London via New York 1st class Single...£60 via St. Lawrence. 1st class Single...£59
Awa	7,000	23rd May	" "

With option of rail between calling ports in Japan.  
Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.  
For further information as to freight, Passage Sailing, &c., apply to  
T. KUSUMOTO,  
Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
HONGKONG & HAIPHONG.....	"SINGAN"	23rd Mar., Noon.
SHANGHAI.....	"LINAN"	23rd " 4 P.M.
AMOI, SHANGHAI & CHINKING.....	"ICHANG"	23rd " 4 P.M.
SWATOW, TIENTSIN & CHEFOO.....	"YUNNAN"	25th " 4 P.M.
SHANGHAI.....	"CHINHUA"	25th " M'night.
MANILA, CEBU & ILOILO.....	"KAIFONG"	28th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS.....	"TAIYUAN"	10th April, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkun) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares: \$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 15.

Hongkong, 22nd March, 1911. [9]

## Shipping—Steamers

## HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES

TO

Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

Taking cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levant, Black Sea, Baltic, American and African Ports.

Next Sailings from Hongkong:

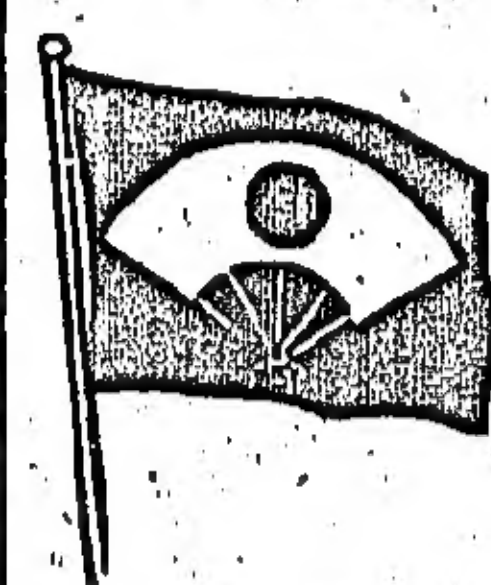
OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Bremen, Hamburg & Antwerp:
" Senagambis.....24th March	S.S. Ambra.....23rd March
" Suevia.....7th April	For Havre, Rotterdam & Hamburg:
" Bayern.....20th April	S.S. Preussen.....30th March
" Preußen.....6th May	For Rotterdam & Hamburg:
" Scandinavia.....13th May	S.S. Alasia.....10th April
" Slavonia.....4th June	For Marseilles, Havre & Hamburg:
For Further Particulars, apply to—	S.S. Rheinisch.....15th April

Hamburg-Amerika Linie,

Hongkong Office.

Longi ng. 20th March, 1911.

[956]

TOYO KISEN  
KAISHA

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINE.

## SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Chiyo Maru	21,000	W. W. Greene	Friday, April 11, 1 p.m.
America Maru	11,000	A. G. Stevens	Friday, May 5, 1 p.m.
Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
Nippon Maru	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 11th April, at 1 p.m.

## SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO).

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
" "	" 120-0-0, Return 6 Months
" "	" 125-0-0, " 24 "

" SALINA CRUZ or MANZANILLO Yca. 420.00, Single

" VALPARAISO Yca. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned

and their families when travelling at their own expense—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia; European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way.

Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine

Engines and Triple Screw. Record Speed 24 knots.

Through Bills of Lading issued to North, Central and South American

Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

868] KING'S BUILDING (Opposite Blake Pier).

HONGKONG  
PHILIPPINES.

PHILIPPINES  
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date.
RUBI	4000	S. Crosby	MANILA	THURSDAY,
ZAFIRO	4000	M. C. Smith	CEBU & ILOILO	30th Mar., 4 p.m.
			MANILA	MONDAY,
			CEBU & ILOILO	10th Apr., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 21st March, 1911. [14]

## TO TEST THE TIDES.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, March 21.

The Army Advisory Council has written to the Canton Viceroy informing him that a station has been established at Chinwantal with an apparatus to test the flow and ebb of the tides. A scheme has been on foot to introduce an instrument by which the acceleration and retardation of the time of high water can be registered in all the places along the China coast at the same time.

In view of the importance of the scheme both to shipping and to navigation, the Council considers it necessary to have similar apparatus placed in different maritime provinces for the purpose of surveying and testing the tides. Considering the largeness of the trade of Kwongtung on the south coast, an installation of one of these instruments is of the utmost importance.

On receipt of the despatch, the Viceroy referred the matter to the military training department, which in turn has instructed the engineering college to consider the scheme.

## CIVILISING THE FATHER.

DISAPPEARANCE OF THE  
"HARDENING" SYSTEM  
POPULAR IN VICTORIAN  
DAYS.

The present generation of children, particularly boys, cannot possibly realise how fortune has favoured them by planting them in this century instead of in the beginning or middle of the nineteenth century. They do not know that the indulgent, soft hearted father of to-day was an almost unknown being 40 or even 50 years ago. Miss Katherine Tynan, writing on this extraordinary difference in the "Englishwoman," says: "It is incredible how quickly the change in the attitude of the fathers has taken place. Within almost any man of middle-age, or approaching middle-age, to talk of his childhood, and in nine cases out of ten you will hear of a childhood 'to make a goblin of the sun.' The fathers seem to have had the brute largely developed in their treatment of their sons. The daughters occasionally fared well enough when the brothers were brutally treated. Perhaps it was a manifestation of the instinct that makes the male animal war on the male animal."

"OFF TO BOARDING  
SCHOOL."

"In those days the children were defenceless. It was an agreeable convention that parental love might be trusted, taken for granted. Alas, it was not only for children of the uneducated classes that protection was needed. Cruelly to children among ignorant people received what sanction it might from the example of their fathers. Fathers are very different in this generation; and yet there are traces of the old Adam. Many fathers, tender enough to their small boys, are so adamant when it comes to tossing them into the preparatory schools for the public schools in mere babyhood.

THE SWING OF THE  
PENDULUM.

"One can see in the amazingly rapid evolution of things that by-and-by the hardening system will be out of favour. Perhaps it is the backward swing of the pendulum, the rhythmic motion which seems to govern human thought and action. The swing of the pendulum is towards love, towards an easiness in the relations between father and sons which would have scandalised the old moralists. Advocates of the hardening process, or perhaps apologists, will remind you, pointing to England abroad and at home, that the system is justified of its results. Well, I gladly bear witness to the wonderful capacity for good in human nature. Certainly one result of the tortured lives of children in the past has been to produce a generation of fathers who tend more and more to say: 'Because I suffered, my children shall not suffer.' That is evolution in its best form. As for the mothers—well, the mothers, with some unnatural and horrible exceptions, were always maternal. Perhaps they suffered more from the hardening process, even than the children."



# OUR CONTEMPORARIES. WHAT THEY THINK.

China Mail.

## THE FUTURE OF AVIATION.

It was a thousand pities that the weather so completely foiled the efforts of those responsible for the first aviation meeting arranged in Hongkong. Shatin was an ideal site for such a display and had not climatic conditions proved so adverse we feel sure that a most successful demonstration would have resulted. Everywhere throughout the world interest is increasing in aviation; it is the topic of the hour and if the hopes of aviators are realized, only by a very little, the year 1911 should see a great advance in the art.

Daily Press.

## CHINA AND HER TREATIES.

Almost from the moment the present Government of Great Britain came into office it has been evident that China correctly took its measure, and never in the whole history of British intercourse with China has such weakness been shown by a British Government as during the past five years. The time, however, will surely come, if the Provincial Authorities of China continue to defy the commercial treaties with Foreign Powers, when Great Britain will be compelled to follow the example of Russia and, once more, insist on the due fulfilment of treaty engagements by a demonstration of force. There can only be one end to the present negotiations on the subject of this illegal taxation. Either the British Government will be soft-scooped into acquiescence, or the Viceroy of the Two Kwang will be compelled to discontinue the tax. It is quite time that a decision one way or the other were reached.

South China Morning Post.

## THE PASSING OF HONGKONG.

The community naturally expects its representatives in the Chamber here to do their best, and it is undeniable that the members, very worthily represent the interests of the Colony. In such things as the position created by the Opium question, the Trade Marks Ordinance and the matter of harbour and light dues, bonded warehouses and all measures for developing the trade of the Colony, the experience and ripe judgment of the members of the Chamber are of value to the public and indeed the one existing guarantee that the mercantile interests of the Colony are in safe guidance. In other matters, however, such as, shall we say, the Declaration of London, the members of the Chamber may, as well spare their energies as fritter them away in lodging objections with the Imperial Government against the probable results of some more than usually fatuous measure, which it may have in contemplation. It is true that the considered opinion of any Chamber of Commerce should carry weight. But there comes a tide in the affairs of ports as well as in those of mankind, and we fear the Imperial Cabinet, rightly or wrongly, considers that the Colony has already embarked upon its journey to the setting sun.

## OUR DIARY.

Wednesday, 22nd March.  
Bijou Scenic Theatre, 9.15 p.m.  
Empire Cinematograph, 9.15 p.m.

Thursday, 23rd March.  
Soldiers' and Sailors' Help Society Concert, R. E. Theatre, 9.15 p.m.

Saturday, 25th March.  
Green Island Cement Company Ltd., Meeting, 11.30 a.m.  
Dorsetian Dinner, Hongkong Hotel.  
Hongkong Volunteers Corps, Annual Inspection.  
Engineers' Dinner.  
Volunteer Sergeants' dinner.

Monday, 27th March.  
Crown Land Sale, 3 p.m.

Tuesday, 28th March.  
China Borneo Company, Ltd., annual meeting, 12.15 p.m.  
V.R.O. Athletic Sports, on trial close.

## Entertainment

### THE BIJOU SCENIC THEATRE.

(FLOWER STREET.)

Miss May Maxwell ..... BALLADIST  
Miss Grace Vyeene ..... SERIO and DANCER  
Miss Vera Ferrace ..... COMEDienne  
Mr. Bob Stephenson ..... HUMORIST

and  
THE BIORAMA.

Hongkong, 9th March, 1911.

[747]

## Intimations.

### REASONS WHY

YOU SHOULD SEE US FOR YOUR  
OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We Spared No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical parlours are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philippine  
Offices  
76, Esplanade,  
MANILA.

CLARK & CO.  
SCIENTIFIC OPTICIANS  
HOTEL MANSIONS HONGKONG

### WEISMANN, LIMITED.

BAKERS  
CONFECTIONERS  
CATERERS  
RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 6th March, 1911.

[497]

THE BRITISH FOREIGN  
IMPORT & EXPORT COM-  
PANY, Central Buildings, Liverpool,  
England, is prepared to receive Con-  
signments of Local Produce on best  
terms.

JUST UNPACKED  
A New Consignment of  
ARTIFICIAL WREATHS

PATENT DOME CASES.  
Simple, Strong, and Effective.  
All Sizes—Moderate Prices.

C. E. Warren & Co.  
35 & 39, Des Vœux Road,  
Central.  
Hongkong, 4th Mar., 1911. [874]

TSANG KWONG  
COMPANY.

ELECTRICAL AND GAS  
CONTRACTORS.

230, Des Vœux Road Central.  
Telephone No. 699.  
Hongkong, 2nd Jan., 1911. [74]

LEE YEE  
HAIR DRESSING SALOON.  
HAS ALWAYS ON HAND  
CIGARETTES, CIGARETTES AND  
TOILET REQUISITES  
FOR SALE.

19, D'AGUIAR STREET, HONGKONG.

## Entertainment

EMPIRE CINEMATOGRAF.

THE HOUSE OF GOOD THINGS,  
Des Vœux Road Central.2 Performances 7.15 & 9.15 p.m.  
MATINEES:

Saturdays and Sundays at 4 p.m.

MAGNIFICENT & UP-TO-DATE  
PICTURES  
TO-NIGHT!

The Grand Dramatic Moral Film  
"Honour."

The Success of the Day.  
The Donnelly's.  
CHAMPION DANCERS.  
A Big Novelty.  
Little Kitty Donnelly,  
Queen of Infantile Artistes.  
Hongkong, 22nd Mar., 1911. [862]

VICTORIA SKATING RINK.

Next Door to the Empire.

5 SESSIONS DAILY.

SUNDAY, 26th March, at 8.30 p.m.

A GRAND

Ladies' Nomination and Ribbons

Competition (Skating).

11 p.m. to 12 p.m. DANCE.

Prizes as Usual.

Ladies accompanied by Gents. (Free)

Hongkong, 22nd Mar., 1911. [890]

### 'PHONE

482

HONGKONG  
MOTOR  
GARAGE.

### Try Our

10 H.P. CLEMENT CAR  
6 SEATS

\$3 ... .. An hour

24 H.P. RAMBLER CAR  
4 SEATS

\$7 ... .. An hour

12 H.P. REO CAR  
3 SEATS

\$5 ... .. An hour

We Repair

CYCLES,

TYPEWRITERS,

MOTORS,

AT

REASONABLE PRICES.

DRAGON CYCLE  
DEPOT

63, Des Vœux Road Central. [46]

## Shipping-Steampers.

### DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having  
splendid Accommodation for First-Class Passengers, Electric Light, Excellent  
Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.  
(Occupying 9 to 10 days.)

HAITAN ... Capt. J. W. Evans ... FRIDAY, 24th March, at 11 a.m.  
Haiching ... Capt. W. C. Passmore ... TUESDAY, 28th March, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun ... Capt. A. H. Stewart ... SUNDAY, 26th Mar., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf  
near Blako Pier.

For Freight and Passage, apply to  
Douglas, Lapraik & Co.,  
General Managers.

[957]

### THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Aldenhams	Mar. 24.	April 5th, at Noon
Empire	April 7.	April 29th, at Noon
St. Albans	May 5.	May 27th, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a  
plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with  
Electricity. All State-rooms have Electric Fans. A daily qualified Doctor  
and Stewards are on board.

For further particulars, apply to  
Gibb, Livingston & Co.,  
Agents. [967]

### JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
Java, China and Japan.

Steamers	From	Expected on or About	Will leave for Or or About
Tjitaroom	JAVA	Second half SHANGHAI, Second half March	March
Tjiliwong	AMOY	Second half JAVA, Second half March	March
Tjilatjap	JAPAN	Second half JAVA, Second half March	March
Tjibodas	JAVA	Second half JAPAN, Second half March	March
Tjimahi	JAPAN	First half JAVA, First half April	April
Tjipanas	JAVA	Second half JAVA, Second half April	April
Tjikini	JAVA	First half April	April

The steamers are all fitted throughout with Electric Light, and have  
accommodation for a limited number of saloon passengers, and will take cargo  
to all Ports in Netherland-India on through bills.

For particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN,  
York Buildings. [974]

Telephone No. 375



The Peninsular & Oriental  
Steam Navigation  
Company.

STEAM FOR STRAITS, CEY-  
LON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITER-  
RANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED  
FOR BATAVIA, CONTINENTAL  
AND AMERICAN PORTS.

### THE Steamship

"DEVANHA."

Captain H. Powell, carrying His Ma-  
jesty's mails, will be despatched from  
this for Bombay, &c., on SATUR-  
DAY, the 1st April, 1911, at Noon,  
taking passengers and Cargo in con-  
nection with the Company's s.s.  
"Moksha," 10,000 tons, from Colum-  
bo, passengers' accommodation in which  
vessel is secured before departure from  
Hongkong.

Silk and Valuables, all cargo for  
France and Tea for London (under  
arrangement) will be transhipped at  
Colombo into the mail steamer proceed-  
ing direct to Marseilles and London;  
other cargo for London, &c., will be  
conveyed via Bombay by the s.s.  
"Mantua," due in London on the 12th  
May, 1911.

Parcels will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 20th Mar., 1911. [4]

### Regular Steamship Service to New York.

via PORT and SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAAZEE" ... About 7th April.

For Freight and further Information, apply to

DODWELL &amp; CO., LTD., Agents.

Hongkong, 14th Mar., 1911. [966]

### NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909,

the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.  
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)  
There will be no rebate to Missionary subscribers as heretofore.

By Order,  
THE MANAGER,  
"Hongkong Telegraph."  
Hongkong, 22nd December, 1908. [97]

## AUCTIONS.

PARTICULARS and CONDI-  
TIONS of the Letting by Public  
Auction Sale, to be held on MON-  
DAY, the 27th day of March, 1911,  
at 3 p.m., at the Office of the Public  
Works Department, by Order of His  
Excellency the Governor, of One Lot  
of Crown Land at Kennedy Road, in  
the Colony of Hongkong, for a term of  
75 years, with the option of renewal at  
a Crown Rent to be fixed by the Sur-  
veyor of His Majesty the King, for  
one further term of 75 years.

### PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurement	Area in Acres	Annual Rent	Upset Price
18th Mar. 1911	Lot 18, Kennedy Road, near Island Road, No. 177.	120 ft. by 120 ft.	1.25	100	1,000

Hongkong, 18th Mar., 1911. [975]

## Consignees

AMERICAN AND ORIENTAL LINE.

### NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE," FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 24th March, at 2.30 p.m.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th March, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th March, or they will not be recognized.

No Fire Insurance has been effected. ARNHOLD KARBURG & Co., Agents.

Hongkong, 18th Mar., 1911. [975]

### NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship "BORNEO."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optimal Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 21st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 15th Mar., 1911. [4]

### "MOGUL" LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

The Steamship "MONTROSE"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 21st prox, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be completed by

DODWELL & CO., LTD., Agents.

Hongkong, 21st Mar., 1911. [979]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
FORGEWRIGHTS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all  
Classes of Engineering, Iron and Wood Work.  
Electrical Drives, Hydraulic & Pneumatic Tools,  
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE  
for Chains, Wire Ropes, Rivets  
and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.  
OF HONGKONG, LIMITED.  
TAIKOO DOCKYARD, HONGKONG.

GRAVING DOCK  
78 ft. by 88 ft. by 3 ft. 6 in.  
Pumps empty Dock in  
2-3-4 hours.

THREE PATENT SHIPWAYS  
taking vessels up to 3,000 tons  
displacement, providing conditions for  
painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—  
ELECTRIC OVERHEAD CRANES THROUGHOUT  
THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,  
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,  
HONGKONG, CHINA & JAPAN.



